

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. II. No. 11.

CHICAGO, ILL., JUNE 10, 1899.

FIVE CENTS PER COPY:
ONE DOLLAR PER YEAR.

REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers should confine their business to regular dealers.

E. R. ULRICH & SONS,

SHIPPERS OF CHOICEST

Milling WHITE and YELLOW CORN.

Main Office, SPRINGFIELD, ILL.

Elevators in Central Illinois on Wabash, C. & A.,
C. P. & St. L., and St. L., C. St. P. & Pawnee R'ys.

Elevators on the Ill. Cent. R. R.

Crocker Elevator Co.

MAROA, ILL.

M. O. Sebring.

W. A. Forbes.

SEBRING & FORBES, GRAIN DEALERS, Kalamazoo, Mich.

Special attention given to the Milling Trade.

KENTLAND, IND.

MCCRAY & MORRISON,

SHIPPERS OF CORN, CLIPPED AND
.....OF NATURAL OATS
Our Special Brand of White Oats
is a favorite wherever tried.

Grain Warehouses at Kentland, Beaver City, Earl
Park, Morocco, Remington, Ind., and Effner, Ill.

Elevators on Wabash & I. C. R. R.

KNIGHT & SON,

MONTICELLO, ILL.

OUR SPECIALTY....

..... Shipping Corn and Oats.

H. WORK & CO.

Dealers
...in Grain,

MILLING WHEAT
A SPECIALTY.

ELLSWORTH, KAN.

L. T. HUTCHINS & CO.

Grain Merchants,

SHELDON, ILL.

Elevators at Donovan, Iroquois, Milford, Ill.,
Earl Park, Morocco, Templeton, Ind.

E. L. Southworth.
G. B. McCabe.
W. H. Bergin.

SOUTHWORTH & CO.

TOLEDO, OHIO.

Grain and Seeds.

Track bids offered to all regular dealers. We ex-
clude "Scoop Shovelers."

Consignments Solicited.

Established 1878.

B.C. Christopher & Co.

SPECIAL ATTENTION GIVEN
CONSIGNMENTS AND MILL ORDERS.

Rooms 316 & 317, Board of Trade. KANSAS CITY, MO.

STUDABAKER, SALE & CO.

BLUFFTON, IND.

Clipped Oats, Glover and
Timothy Seeds, Milling
Wheat.

Large or Small Orders.

The Greenleaf-Baker

Grain Company, ATCHISON,
KAN.

GRAIN BUYERS AND SHIPPERS.

DANIEL P. BYRNE & CO.

SUCCESSORS TO

Redmond Cleary Com. Co.

Established 1854. Incorporated 1887.

Grain, Hay and Seeds,

Chamber of Commerce, ST. LOUIS, MO.

REGULAR GRAIN RECEIVERS.

CHAS. F. ORTHWEIN & SONS,

Grain Exporters
and Receivers,

St. Louis, New Orleans,
Kansas City, Galveston.

E. A. GRUBBS GRAIN CO.

GREENVILLE, O.

Buyers of Grain in car lots on all roads.
CHOICE MILLING WHEAT a specialty.
Correspondence solicited.

L. Bartlett.
O. Z. Bartlett.

B. G. Ellsworth
J. L. Dolan

L. BARTLETT & SON, Grain Commission Merchants,

Rooms 23 & 24, Chamber of Commerce Bldg.

Branch Houses:
CHICAGO, MINNEAPOLIS. MILWAUKEE.

Husted Milling & Elevator Co.

....BUFFALO, N. Y.

Buyers of

CORN AND OATS.

EDWARD P. MERRILL,

Grain Broker,

PORTLAND, ME.

DANIEL McCAFFREY'S SONS,

Receivers and Shippers of

Hay, Grain, Mill Feed,

716-718 Fifth Ave.

Established 1867.

Reference: Duquesne Nat. Bank. Pittsburgh, Pa.

THE ADAMS SELF-CONTAINED
PORTABLE AND STATIONARY

Grain Elevating Outfits

The ADAMS Self-Contained
Portable Grain Elevator

WITH

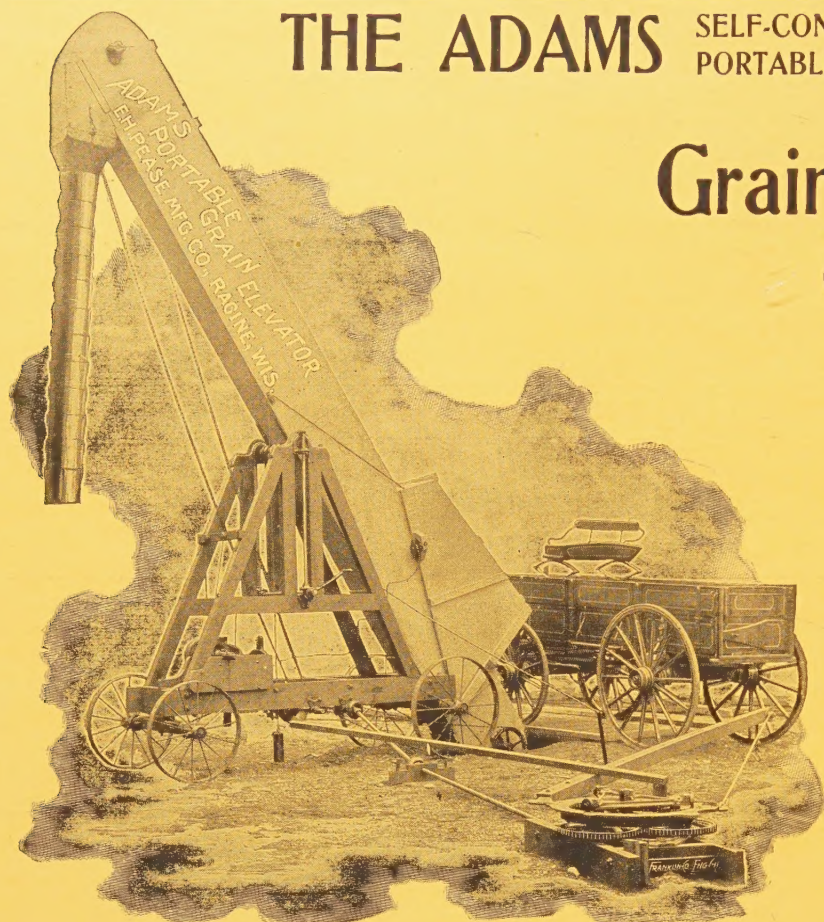
Adams Power Grain-Shovel Attachment

Unloads the Largest Wagon Loads of Ear
Corn and Elevates same into Corn Cribs,
or it Unloads Ear Corn, Shelled Corn, or
any kind of Small Grain, and elevates
same into Car, Flat House or Granary,
in from Three to Five Minutes.

ONE HORSE OR A SMALL ENGINE DOES
ALL THE HEAVY WORK.

MADE BY

E. H. PEASE MFG. CO.
RACINE, WIS.



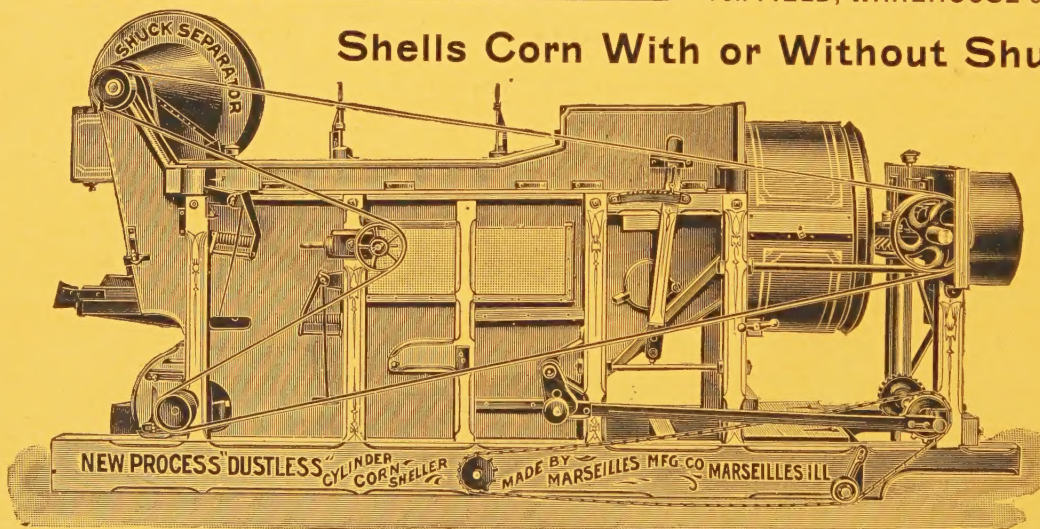
THE NEW PROCESS

"DUSTLESS" "Shuck Corn"
Shellers, Separators and Cleaners,
FOR FIELD, WAREHOUSE OR GIN HOUSE.

Shells Corn With or Without Shuck.

In one
operation
corn is
husked and
shelled,
separated
and cleaned.

Delivers
corn, shucks
and cobs at
different
points
all ready
for the
market.



Ear Corn
Feeders,
Shelled Corn
Elevators
and Cob
Carriers
are furnished
when wanted
attached to and
driven from
the machine.

Can also be
mounted
on trucks and
used as a
Field Sheller.

A NEW
PROCESS
IN FACT

Employing New, Original and Patented Mechanical Principles never before combined in any Machine. The husking, and shelling is accomplished by the "Spiral" cylinder revolving at a high rate of speed inside of the concave, which is made up of separate grated staves. The concave is adjustable for all classes of corn. The corn is thoroughly cleaned by means of a blast and suction fan working in conjunction with each other the dirt being blown through a dust spout to any point desired. The husks are separated from the cobs by a powerful suction fan, which carries them from the machine in a tight spout. Shelling parts are made of white iron and are durable.

No waste of grain or power. Cobs left in good shape for fuel.

Address **Marseilles Mfg. Co., Marseilles, Ill.**

REGULAR GRAIN RECEIVERS.

Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

CHICAGO.

GRAIN DEALERS....

We Want Your Business.

If you appreciate **Honest Work**, **Good Treatment** and **Prompt Returns**, consign your grain to us.

CALUMET GRAIN and ELEVATOR COMPANY, ...CHICAGO.
Arthur Sawers in charge of receiving business.

ROSENBAUM BROS.

Receivers and Shippers.

Correspondence Solicited.

Room 77 Board of Trade Building, CHICAGO, ILL.

Established 1865.

L. EVERINGHAM & Co.,

COMMISSION - MERCHANTS.

Specialties:—Grain and Seeds of all kinds by sample upon their merits.

Consignments solicited; correspondence invited.
SUITE 80 BOARD OF TRADE, CHICAGO, ILL.

CHARLES D. SNOW & Co.
COMMISSION MERCHANTS,

MEMBERS 230 RIALTO BLDG.,
CHICAGO
BOARD OF TRADE. CHICAGO.
Our Vest Pocket Market Manual of Valuable Statistics furnished free on application.

JAMES P. SMITH & CO.

Grain Merchants,

417-418 Rialto Building, CHICAGO.

CONSIGNMENTS SOLICITED.

Henry Hemmelgarn. Philip H. Schifflin.
H. HEMMELGARN & CO.

COMMISSION MERCHANTS.

Grain, Seeds and Provisions.

Rooms, 317, 318, 319 Rialto Bldg., CHICAGO.
Consignments solicited. Correspondence invited.

H. A. DREISKE. G. R. HINNERS.

DREISKE & HINNERS

Dealers in Grain,

Elston Avenue and Blackhawk Street,
Telephone West 386. **CHICAGO.**

John Hill, Jr., Pres. S. H. Greeley, Secy.

JOHN HILL, Jr. & CO.

GRAIN COMMISSION,

511 Rialto Bldg. CHICAGO.

ALEX RODGERS,
Seed Merchant

LONG
DISTANCE
TELEPHONE
HARRISON
1304.

32 Traders Bldg.,

CHICAGO, ILL.

Warehouses 220 to 230 Johnson St.

J. H. WARE. E. F. LELAND.

Consign you GRAIN and SEEDS
and send your orders to

Ware & Leland,

200-210 Rialto Bldg.
CHICAGO.

Write for our Daily Market Letter.

Twelve representatives constantly on the floor of the Chicago Board of Trade. Our motto: A man everywhere, thus insuring prompt execution of all orders, and close attention to all business entrusted to us.

EDWARD G. HEEMAN
IN CHARGE OF RECEIVING DEPARTMENT.

C. H. MATTHIESSEN, President.
CHAS. L. GLASS, Treas. and Secy.

S. T. BUTLER, Vice President.

The Glucose Sugar Refining Company,

General Offices, The Rookery, CHICAGO, ILL.

FACTORIES:
CHICAGO } ILL. MARSHALLTOWN } IA.
PEORIA } DAVENPORT
ROCKFORD }

The world's largest consumers of Corn. Daily consumption, **100,000 bushels.** We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

JOS. P. GRIFFIN, Mgr. Grain Dept.

BUFFALO.

H. D. WATERS. B. J. BURNS.

HENRY D. WATERS,
RECEIVER AND SHIPPER**WHEAT, CORN, OATS**

54 Board of Trade, Buffalo, N. Y.

PHILADELPHIA.

L. F. MILLER & SONS,

Receivers and Shippers of
Grain, Feed, Seeds, Hay, etc.
CONSIGNMENTS SOLICITED.

Office, 2933 N. Broad St., PHILADELPHIA, PA.
Elevator and Warehouse,
Germantown Jct., P. R. R.

MILTON SHIVE,

Brokerage and Commission,
Grain and Mill Feed.

464 Bourse. PHILADELPHIA, PA.

MINNEAPOLIS.

GRAIN...

Make advances
on bills lading.

The Van Dusen-Harrington Co.
COMMISSION,

MINNEAPOLIS and DULUTH.

Sell by sample and make prompt returns.

CORRESPONDENCE SOLICITED.
SAWYER GRAIN CO.
COMMISSION MERCHANTS
MINNEAPOLIS & DULUTH.
PROMPT SERVICES.

KANSAS CITY.

International....

Grain Co. RECEIVERS AND SHIPPERS,

516 Board of Trade, Kansas City, Mo.

REGULAR GRAIN RECEIVERS OF TOLEDO.

J. F. ZAHM. F. W. JAEGER. FRED MAYER.
Established 1879
J. F. ZAHM & CO.,
GRAIN and SEEDS. TOLEDO, O.
We make a
Specialty of
Handling Consignments.
Transient buyers and farmers need not write us.

F. W. Rundell. Established 1877. J. E. Rundell.
W. A. RUNDELL & CO.
Grain and Seed Merchants.
We buy, delivered Toledo or f. o. b. your station.
Personal attention to consignments and trades
in "futures." Daily market letter free.
Correspondence solicited.
Room 33, Produce Exchange, Toledo, Ohio.

BE FRIENDLY. WRITE OCCASIONALLY.
Established 1846.
C. A. KING & CO.
TOLEDO, OHIO.
Grain and Clover Seed, spot and futures.
Special Market and Crop Reports Free.

DIRECTORY OF REGULAR GRAIN RECEIVERS AND DEALERS.

Dealers and Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

BALTIMORE.

C. P. Blackburn & Co., 415 Water St.,
Receivers and Buyers.
Botts & Levering, Grain Commission.

BUFFALO.

Henry D. Waters, Wheat, Corn, Oats.
Husted Milling & Elevator Co., Corn
and Oats.

CHICAGO.

Calumet Grain & Elevator Co., com-
mission merchants.
Dreiske & Hinnners, Grain.
Milmine, Bodman & Co., Receivers
and shippers.
L. Everingham & Co., grain and seeds.
H. Hemmelgarn & Co., Commission.
Montague & Co., Grain, Mill-stuffs.
Rheinstrom & Co., Grain and Seed
Receivers.
Alex. Rodgers, Seeds.
Rosenbaum Bros., receivers, shippers.
James P. Smith & Co., Grain.
The Glucose Sugar Refining Co. Buy-
ers of corn.
Ware & Leland, grain and seeds.

GALVESTON, TEX.

Chas. F. Orthwein & Sons, Grain Ex-
porters and Receivers.

GREENVILLE, OHIO.

E. A. Grubbs Grain Co., Buyers of
Grain.

KANSAS CITY.

B. C. Christopher & Co., Consign-
ments and Mill Orders.
International Grain Co., Receivers
and Shippers.
R. T. Morrison Grain Co., milling
wheat.
Root & Smith, Grain Commission

MILWAUKEE.

L. Bartlett & Son, grain commission
Merchants.

MINNEAPOLIS.

Sawyer Grain Co., Commission.
The Van Duzen-Harrington Co.,
Grain.

NEW YORK.

Geo. N. Reinhardt & Co., Hay, Grain.

NORFOLK, VA.

The Standard Hay Co., grain and hay.

PEORIA, ILL.

P. B. & C. C. Miles, grain commission.

PHILADELPHIA.

L. F. Miller & Sons, Grain, Feed,
Seeds, hay.

PITTSBURG.

Daniel McCaffrey's Sons, Grain, Hay,
Mill Feed.

PORTLAND, ME.

Edward P. Merrill, Grain Broker.

ST. LOUIS, MO.

Daniel P. Byrne & Co., grain, hay, seeds.

TOLEDO.

J. J. Coon, Grain and Seeds.
C. A. King & Co., Grain, Clover Seed.
National Milling Co., buyers of wheat.
W. A. Rundell & Co., Grain and Seeds.
Southworth & Co., grain and seeds.
J. F. Zahm & Co., grain and seeds.

DIRECTORY OF REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers and track buyers should confine their business to regular dealers.

ILLINOIS.

Decatur: Pratt & Co.
Maroa: Crocker Elevator Co. Elevators
on I. C. R. R.
Monticello: Knight & Son. Elevators on
I. C. and Wabash.
Taylorville: Pratt-Baxter Grain Co. Sta-
tions on Wabash.
Springfield: E. R. Ulrich & Sons. Elevat-
ors on Wabash, C. & A., C. P. & St. L.
and St. L. C. St. P. & Pawnee Rys.

INDIANA.

Bluffton: Studabaker, Sale & Co. Ft. W.
C. & L.

IOWA.

Des Moines: McFarlin Grain Co. Elevat-
ors on C. M. & St. P. R. R.
Des Moines: B. A. Lockwood Grain Co. C.
& G. W. Ry.

KANSAS.

Atchison: The Greenleaf-Baker Grain Co.
Ellsworth: H. Work & Co. U. P. R. R.
Willis: N. B. Heatt. M. P. R. R.

NEBRASKA.

Lincoln: W. C. Moore. B. & M. R. R.

OHIO.

Lima: Clutter & Long. Stations on the
Erie R. R.

TEXAS.

Ft. Worth: P. T. Andrews & Co.
Sherman: Pittman & Harrison.

MICHIGAN.

Battle Creek: G. L. McLane & Co. C. &
G. T. R. R.

DIXON'S SILICA GRAPHITE PAINT

FOR TIN OR SHINGLE ROOFS AND IRON WORK. Tin roofs well painted have not re-
quired repainting for 10 to 15 years.
IT IS ABSOLUTELY WITHOUT AN EQUAL.

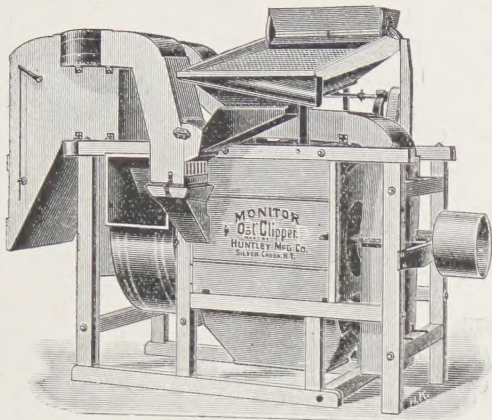
If you need any paint it will pay you to send for circular.

JOSEPH DIXON CRUCIBLE CO., Jersey City, N. J.

BUCKWHEAT

....GRAIN WANTED

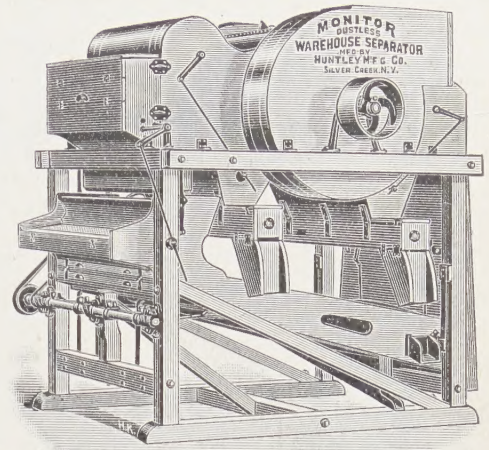
H. H. EMMINGA, GOLDEN, ILL.



HUNTLEY MFG. CO.

SILVER CREEK, N. Y.,
SOLE MANUFACTURERS.

B. F. RYER,
Gen'l Western Agent,
32 Traders Bldg., CHICAGO, ILL.



MONITOR MACHINES STANDARD THE WORLD OVER.

Barley, Corn, Flax
Cleaners.

**OAT CLIPPERS,
GRAIN CLEANERS.**

High Grade ————— Superior Construction

Write for Full Information, Circulars, Etc.

Clarks Grain Tables

AVOID UNNECESSARY FIGURING,
PREVENT ERRORS IN COMPUTATIONS
BY USING

CLARK'S STANDARD SERIES
OF GRAIN CALCULATORS,
FOR REDUCING POUNDS TO BUSHELS.

Clark's Grain Tables for Wagon Loads reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

Clark's Vest Pocket Grain Tables include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2 3/4 inches wide by 8 1/4 inches long. Price 50 cents.

Clark's Grain Tables for Car Loads reduces any amount from 20,000 to 64,000 lbs. to bushels, and is designed for use by Shippers and Commission Merchants. It is printed on good paper from heavy faced type and bound in cloth. It contains 16 tables, which show the equivalent in bushels of 32, 56, 60 and 48 lbs., of any amount from 20,000 to 64,000 lbs. Price \$1.50.

Bushel Values is a companion table for wagon loads. It shows the cost of bushels and lbs., when the market price is any amount from 15 cents to \$1.04 per bushel. It is conveniently arranged and easily understood. It is printed on good paper and bound in heavy cover paper. Price 50 cents.

Any of the above tables can be obtained from the
GRAIN DEALERS COMPANY,
10 PACIFIC AVE. CHICAGO, ILL.

\$50.00 Reward for First Notice of Any Infringement.

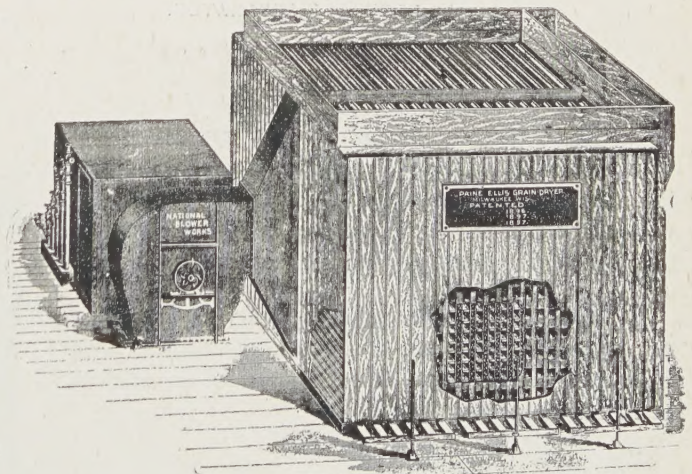
THE PAINE-ELLIS GRAIN DRIER

is THE ONLY
PRACTICAL
DRIER that will
successfully handle grain
containing from 5 to 40 per
cent moisture.

OPERATION
AND
CAPACITY
GUARANTEED.

CAPACITY
FROM
50 to 2,000
BUSHELS
PER HOUR.

Write for...
Catalogue and
Particulars.



The Paine-Ellis Grain Drier Co.,

Nos. 52 and 53
Chamber of Commerce,

MILWAUKEE, WIS.

A Spring Greeting!

....FROM THE....

BARNARD & LEAS MANUFACTURING CO.

MANUFACTURERS OF

The LARGEST and most complete line of Warehouse and Elevator Machines made by any firm, including

Barnard's Counter-Balanced Dustless Elevator and Warehouse Separator.

Barnard's Tubular Barley Separator.

Barnard's Malt Cleaner.

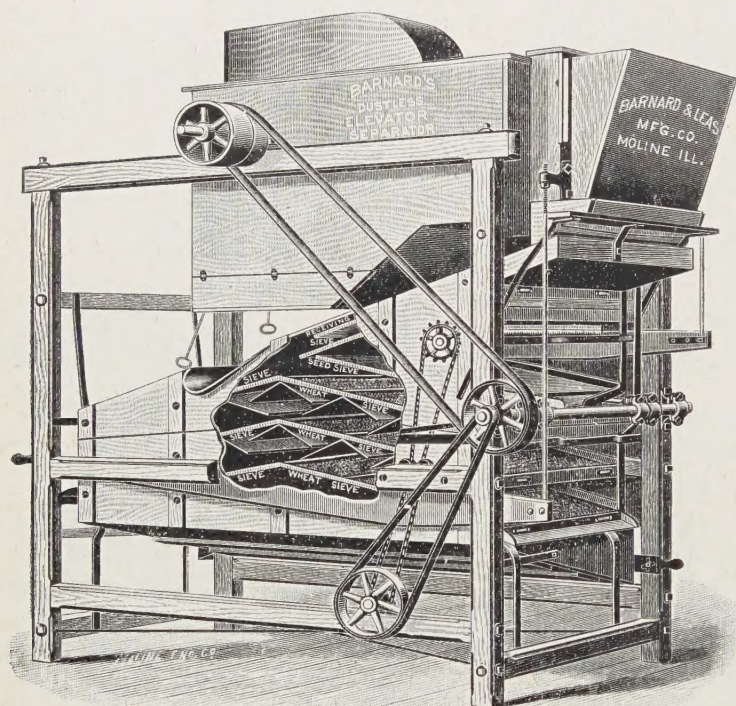
Barnard's Horizontal Adjustable Warehouse Scourer for wheat and barley.

Barnard's Extra Large Warehouse Long Scourer for very smutty wheat.

Cornwall's New Method Oat Clipper.

Cornwall's Corn Cleaner.

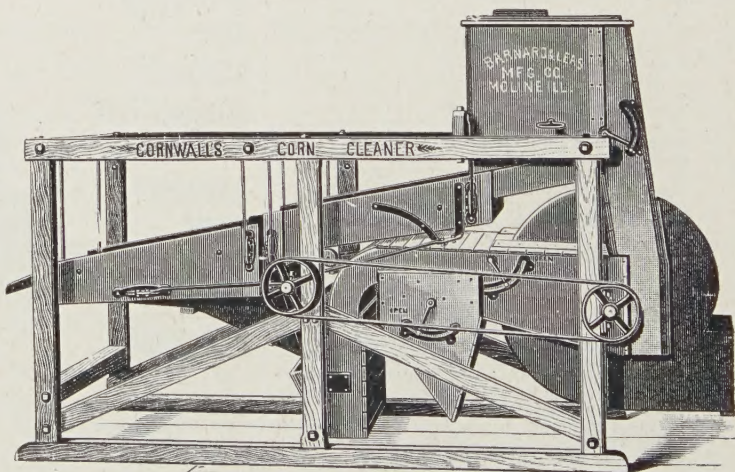
Victor Corn Sheller.



ELEVATOR SEPARATOR.

The best corn cleaner on the market is the CORNWALL CORN CLEANER, and when used in connection with our VICTOR CORN SHELLER makes the best outfit for shelling and cleaning corn for the market that has ever been made.

We make everything used in an elevator, and our complete illustrated catalogue is a valuable book to have in an elevator. It can be had for the asking. Send for our special circulars.



CORNWALL'S CORN CLEANER.

BARNARD & LEAS MANUFACTURING CO.

MOLINE, ILL.

IT PAYS TO PUSH....

Your cars with the **EASY CAR PUSHER**. Its a convenient, cheap, "EASY" and quick way to do it.

No Shipper

can afford to bother with the old crow bar, wait for the switch engine, or call a number of men or the team from their work to move a car.The EASY PUSHER will be worth many times its cost TO YOU.

Easy Car Pusher.....

Marshalltown, Iowa. It is all you claim for it.—Frudden Lumber Co.
Dresden, Kan. The bar works like a charm.—L. W. Brewer.

Is made of the Best Material. **The Bar is Steel**, and tempered at the point, so as not to wear.

The "Heel" is Malleable and the triangular "Bit" is made of the **Finest Tool Steel**.

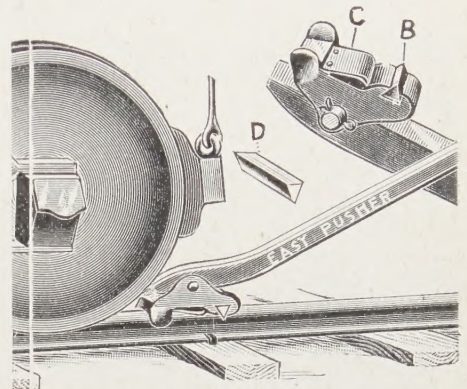
As shown in the cut, the heel has lugs extending downward on both sides of the rail so as to hold it firmly in position and prevent it slipping sideways. The triangular bit or steel cuts into the rail when pressure is applied and prevents slipping backward, even though the rail is icy, greasy or wet. This bit can be inverted. Each one has three sharpened edges.

When the pressure is released, the steel spring lifts the steel bit from the rail, thus preventing it from being dulled, by sliding over the rail when following the wheel.

Length of Pusher, 5½ feet. WEIGHT ONLY 20 LBS.

Two triangular steels with each pusher. Extra steels 20 cents each.

Price, \$5.00. Shipped on ten days trial.
Let us send you one.



DOES NOT LIFT, BUT PUSHES.

S. H. STAFFORD & BROS., 18-26 Van Buren St., CHICAGO.



Messrs. E. H. Stafford & Brothers,
Chicago, Ill.,

Gentlemen:-

Please enter our order and ship by Fgt. to our address at,

North East, Pa., One of your Easy Car Pusher, with extra Steels, same as you sold us for Fredonia on June 19th, 1895.

In connection with this order we are pleased to say that this is one of the most useful articles we have about our plant and have many times made it do switch engine duties, in fact would hardly know how to keep house without it.

Your prompt attention to above will oblige. Kindly send invoice to Fredonia office.

Yours very truly,

Fredonia Canning & Manf'g. Co.

A. T. French, Secy & Mgr

WE HAVE RECENTLY
....ISSUED OUR **CATALOGUE No. 25,** A BOOK OF **380 PAGES**

WHICH CONTAINS DETAILED DESCRIPTIONS AND PRICES OF

CONVEYING, ELEVATING and POWER TRANSMITTING MACHINERY, such as CALDWELL HELICOID CONVEYOR, ELEVATOR BUCKETS and BOOTS, BELTING of all kinds, PULLEYS, SHAFTING and BEARINGS, CAR PULLERS, WIRE CLOTH,



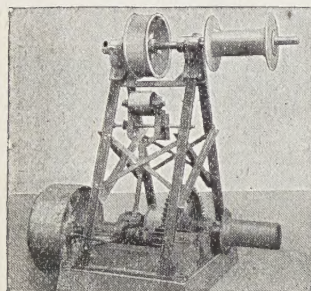
PERFORATED METAL, EQUIPMENT for ROPE TRANSMISSIONS, etc., and much useful ENGINEERING INFORMATION applicable to our line of specialties.

A postal card from anyone interested in the machinery manufactured by us will bring a copy by return mail

H. W. CALDWELL & SON CO.,
127-133 W. Washington St.

CHICAGO, ILL.

GRAIN ELEVATOR MACHINERY.



SAFETY CAR PULLER.

Grain Trippers, Car Pullers, Spouting, Belt Conveyors, Wagon Dumps, Shafting, Pulleys, Gearing, Friction Clutches, Rope Sheaves, Link Belting, Sprocket Wheels, etc.

Send for Catalogue No. 25.

LINK-BELT MACHINERY CO.,

Engineers, Founders, Machinists,
CHICAGO, U. S. A.

Grain Elevator Machinery

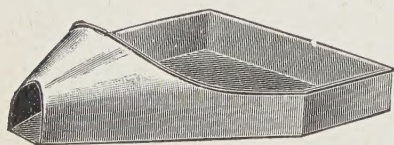
ENGINES
BOILERS
AND
SUPPLIES

Write for Estimates.

DES MOINES MFG. &
SUPPLY CO., 101 E. Court Av.
DES MOINES, IA.

CHASE SAMPLE PAN

For Examining Samples of Grain.



Made of Aluminum. The Lightest Pan made, will not Rust or Tarnish, always stays Bright.
\$1.25 at Chicago.

GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO, ILL.

GRAIN ELEVATOR MACHINERY.

SEND FOR CATALOGUE No. 40.

GREAT WESTERN MFG. CO.

GENERAL OFFICE AND FACTORY,
LEAVENWORTH, KANS.

CLEANING MACHINERY,
CORN SHELLERS AND CLEANERS,
TRIPPERS, CAR PULLERS,
BELT CONVEYORS,
POWER GRAIN SHOVELS,

ELEVATOR SUPPLIES.

BELTING, BUCKETS,
HEADS AND BOOTS,
CONVEYOR, SCALES, Etc.

WAREHOUSE AND SALESROOM,
KANSAS CITY, MO.

IF YOU WANT

To buy, sell, rent or lease an elevator, or buy or sell machinery, try a liner ad. in the GRAIN DEALERS JOURNAL; its inexpensive and effective.

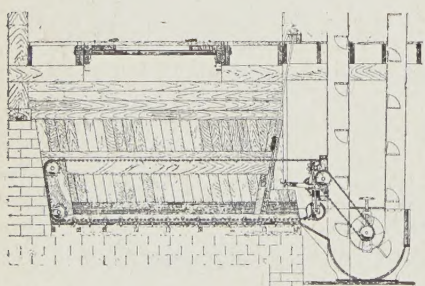
B. S. CONSTANT CO.

Designers of

Grain Elevators,
and Manufacturers of
**GRAIN CLEANING and
ELEVATOR MACHINERY**
for Mills and Elevators;

Elevator Boot and Sheller Feeders, Water-tight
Boots, Dust Collectors and Wagon Dumps.

Write us. BLOOMINGTON, ILL.



When Writing Advertisers
Kindly Mention the

....Grain Dealers Journal

MILL and WAREHOUSE TRUCKS,
Bag Trucks, Barrel Trucks, Grain Wagons, Skids



Our trucks can be run from any angle on to scales or elevator; turn in their own length; one man can carry twice as much on them as upon any other trucks made. All sizes! All styles! Get our prices. Any special trucks made to order.

Standard Scale & Truck Co.

610 N. 4th St.,

ST. LOUIS, MO.

ELEVATOR BUILDERS.**E. LEE HEIDENREICH**Mem. Am. Inst. Min. Engrs.
Mem. W. Soc. Engrs.**Contracting Engineer.****SPECIALTY....**Construction of **GRAIN ELEVATORS**

In Wood, Steel or Cement.

ESTIMATES FURNISHED 541 Rookery,
FIRE LOSSES ADJUSTED CHICAGO.**WESTERN ENGINEERING
AND CONSTRUCTION CO.**

Designers and Builders of

GRAIN ELEVATORS,Contracts taken for all kinds of heavy work.
Estimates furnished if desired.

525-527 Unity Bldg., 79-81 Dearborn St., CHICAGO.

MACDONALD ENGINEERING CO.**Designers and Builders of
Grain Elevators,**

Monadnock Building. CHICAGO, ILL.

**IF YOU INTEND TO BUILD
A GRAIN ELEVATOR**

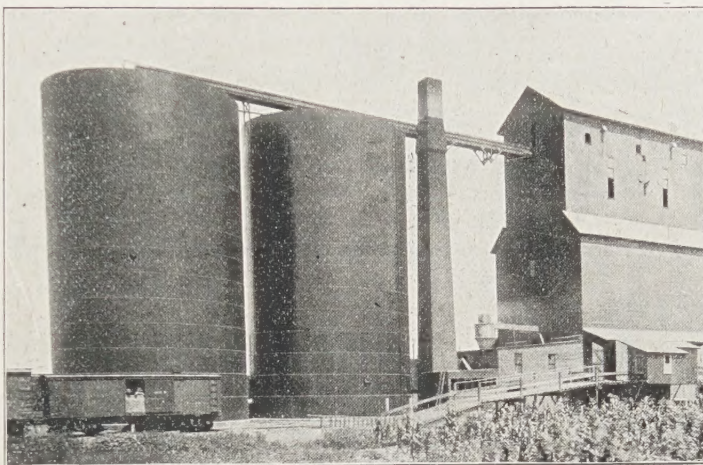
You will profit by examining my plans of conveniently arranged houses. I study to economize space, labor and power. Complete elevators of any capacity built under one contract.

M. J. TRAVIS, Atchison, Kan.**Every Rail Road and
Elevator should
have them.****No Knife to get dull.****Table of Legal Weights.**THIS TABLE shows the legal weights in pounds per bushel of grain and grain products, etc., as provided for by law. This book is well bound in a strong cloth cover. Price 50 cts.
For sale by**GRAIN DEALERS COMPANY,**
10 Pacific Ave. CHICAGO, ILL.**Wm. Graver Tank Works**

MANUFACTURERS AND BUILDERS OF

STEEL STORAGE TANKS

...AND...

Steel ElevatorsWe
Build**Storage**For
Any
Commodity
Of
Any
Capacity

GENERAL OFFICES,

790 Old Colony Building, CHICAGO.**THE BARNETT &
RECORD CO.**

MINNEAPOLIS, MINN.

....Contractors and Builders of....

Chicago Office....
541
ROOKERY.**Grain Elevators****D. A. ROBINSON,**

DESIGNER AND BUILDER OF

Grain Elevators, Coaling Stations

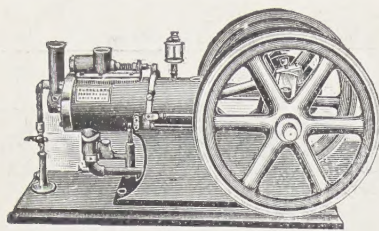
AND ALL KINDS OF HEAVY CONSTRUCTION.

Patent System of Independent Leg Rope Drive.

Patent Double Jointed Distributing Spouts.

Patent Automatic Grain Belt Tripper.

OFFICES: { Auditorium Annex, CHICAGO, ILL.
1039 Lumber Exchange, MINNEAPOLIS, MINN.



We Believe the Grain Dealers Journal

IS A GOOD MEDIUM IN WHICH TO ADVERTISE OUR

Burrell Gasoline Engines, Salem Elevator Buckets, Steel Conveyors, Sprockets and Chains, Shafting, Pulleys, etc., S. & K. Rotary Car Loaders Rope Transmissions, Power Shovels, Friction Clutches, Belting, etc.

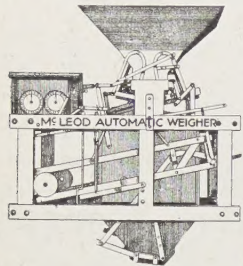
FULL EQUIPMENTS FOR ELEVATORS OF ALL SIZES.

Write for our 1899 Catalog.

Send us your Specifications.

SKILLIN & RICHARDS MFG. CO.

241 and 243 So. Jefferson St., CHICAGO, ILL.



Mend ur weighs

if you wud detect shortages in shipments.

Losses prevented by the use of the McLeod Automatic Weigher will soon pay for weigher; it weighs and registers accurately all the time.

ROOT & SMITH, General Agents, Kansas City, Mo.

McLEOD BROS.
Patentees and Makers,
MARIETTA, KAN.

H. C. HART,
Sole Agent for Nebraska,
EDGAR, NEBR.



Any sized platform: single, double or combination beam. SPECIAL PRICES where we have no agent.

OSGOOD SCALE CO.,
305 Central St. Binghamton, N. Y.

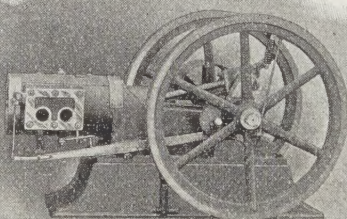


DAVIS GASOLINE ENGINE

Stationary,
Pumping
and
Portable.

Combines the Most Modern Improvements.
The Only Engine with Patent Portable Water Jacket.
Simplest Engine Built.

Davis Gasoline Engine Works Co., WATERLOO, IOWA, U. S. A.



If U Hav

a sign on your door, you are an advertiser. The sign is intended to advertise your business to passers-by. An advertisement in a reliable trade paper is only so many thousand signs spread over a great many square miles. You can't carry everybody to your sign, but the

GRAIN DEALERS JOURNAL can carry your sign to everyone in the trade. . . .
TRY IT.

LEAD PENCILS!

FOR ADVERTISING { From \$5.50 to \$40.00 per 1000.
Discount in Quantities.

Send for samples inclosing 20 cents postage to cover cost, or send us **50 Cents** and we will stamp your firm name and address on a set of twelve higher grade pencils as samples.

WESTERN PENCIL CO., 269 Dearborn St., Chicago, **F. L. SHAFER,**
SOLE AGENT.

The Hess Grain Drier

**Cures Tough Grain
Sweetens Sour Grain
Cools Hot Grain**

AT A COST TOO SMALL TO BE CONSIDERED...

ADOPTED BY....

Armour & Co.
Albert Dickinson Co.
P. B. Weare & Co.
Chicago Dock Co.
Chicago R'y Terminal Elevator Co.
The Richardson Co.
Consolidated Elevator Co., Duluth.
E. S. Woodworth & Co., Minneapolis.
Cleveland Grain Co., Cleveland, O.

CHICAGO.

New book just out.
Send for one.

HESS WARMING AND VENTILATING CO.

708, 135 La Salle Street, CHICAGO.

HOWE SCALES ARE GOOD SCALES

They are Especially Adapted for use in Grain Elevators and Mills.

The Howe is Made for All Purposes and Adapted for All Places.

Special Designs for Special Use, such as

HOPPER SCALES, DUMP SCALES,
WAGON SCALES, SACKING SCALES,
PORTABLE SCALES,

DORMANT SCALES, TRUCKS,
GRAIN TESTERS and HARRISON
EAR CORN CONVEYOR.

GRAIN TESTING SCALES,
FLOUR PACKING SCALES,
RAILROAD TRACK SCALES.

We Carry a Complete Stock. Write for Prices.

BORDEN & SELLECK CO.,

GENERAL WESTERN
AGENTS FOR THE

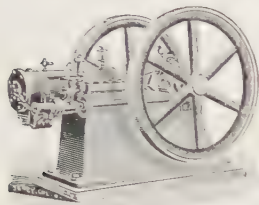
HOWE SCALE CO.

48 and 50 East Lake Street, CHICAGO, ILL.

ST. LOUIS. KANSAS CITY. MINNEAPOLIS. CLEVELAND.

Foos Gas & Gasoline
Engines.

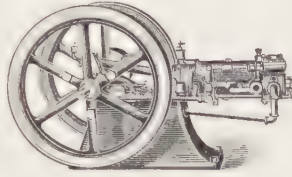
Elevating and
Conveying Machinery.



GAS and GASOLINE ENGINES.

Simplest in the market.
Send for Catalogue "I"

COLUMBUS
MACHINE CO.,
Columbus, Ohio.



The PIERCE GAS and GASOLINE ENGINES

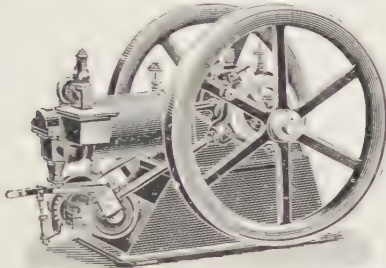
Over 2,500 in daily operation. The Simplest and Best Gasoline
Engine on the market to-day. Actual H. P. guaranteed.
Both Electric and Hot Tube Igniter. Our prices are right.

Send for
catalogue.

PIERCE ENGINE CO., Box 6, RACINE, WIS.

The Lamos Gas and Gasoline Engines

Furnish Reliable and Inexpensive Power.



Write and State Size.

KEYSTONE IRON WORKS,

Des Moines Street, Ft. Madison Ia.

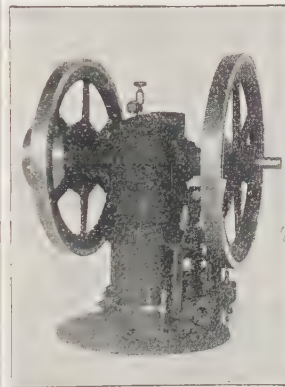
THE HART-PARR COMPANY

MANUFACTURERS
...Of....

GASOLINE ENGINES

28 Murray Street,

MADISON, WIS.



The
Simplest and
Cheapest
known power
for
Elevators,
Farms,
Feed Mills,
Irrigating
Plants,
Shops, Etc.

Correspondence
Solicited.

Mention
Grain Dealers
Journal.

1 to 10 H. P.

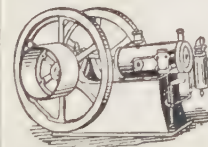
LEWIS GASOLINE ENGINE

Gold Medal
World's Fair, 1893.

Adapted for
GRAIN ELEVATORS
FEED GRINDING
ELECTRIC WORK

Send for "Catalog R."

J. Thompson & Sons
Mfg Co., BELOIT, WIS.



WEBSTER MACHINERY

STEEL PLATE
FRICTION
CLUTCHES

SHAFTING
AND
POWER TRANSMITTING
APPLIANCES

TURNED
IRON
SHEAVES

MANILA ROPE
TRANSMISSION
MACHINERY

STANDARD SCREW
CONVEYOR

SPROCKET WHEELS
AND CHAINS

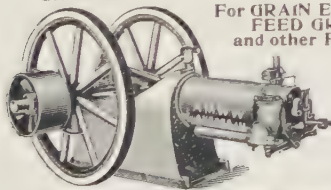
ELEVATOR BUCKETS FOR ALL PURPOSES

OUR
MANUFACTURES
INCLUDE A FULL LINE OF
MODERN POWER
TRANSMITTING
APPLIANCES
ELEVATING & CONVEYING
MACHINERY-GAS & GASOLINE ENGINES
WEBSTER MFG CO 1075-1097 WEST 15TH ST
CHICAGO.
EASTERN BRANCH-38 DEY ST. N.Y. N.Y.

THE AMERICAN WELL WORKS

GASOLINE ENGINES

For GRAIN ELEVATORS,
FEED GRINDING,
and other Farm Duties.



Every
Engine
Fully
Guaranteed

Write
for
Circular
76 A

CHICAGO ILL. AURORA ILL.

THE DAYTON GAS AND GASOLINE ENGINE leads all others in

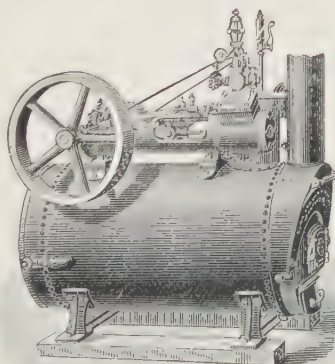
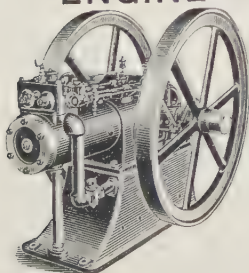
**SIMPLICITY,
ECONOMY and
DURABILITY.**

Admirably adapted
for use in grain
elevators and...
mills. Sizes from
1 to 50 H. P.

Write for descrip-
tive circular.

THE DAYTON
GLOBE IRON
WORKS CO.

87 S. Ludlow St., DAYTON, OHIO



THE LEFFEL ENGINE,

furnished in a variety of sizes and styles,
from three H. P. up, affords

BEST POWER FOR ELEVATORS AND MILLS

.....BECAUSE.....

No Expense for Fuel, waste cobs furnishing more than enough.
Do not take "Bucking" Spells.

Are Thoroughly Reliable and can be depended on to furnish
steady and strong power when wanted.

Less Trouble and Expense to keep in running order.

More Durable than any other power.

Pamphlet with prices on application, stating size
power wanted.

JAMES LEFFEL & CO.

Box 53. SPRINGFIELD, OHIO.

CIFER CODES.

Use a good Telegraph Cipher Code. Prevent errors, reduce the cost of sending messages, prevent contracts becoming known to agents.

0 ROBINSON'S TELEGRAPH CIPHER CODE is used more extensively by the grain trade than all others combined. Compact, small, can easily be carried in the pocket. Well printed on good paper. Bound in leather, \$2.00; cloth, \$1.50.

0 JENNING'S NEW ENGLAND TELEGRAPH CIPHER AND DIRECTORY. Bound in Morocco, \$3.00.

0 A-B-C INTERNATIONAL CODE, \$7.00.

0 STEWART'S INTERNATIONAL CODE. By means of which any number from 1 to 1,000,000 can be expressed by a single word of not more than ten letters. 25 cents.

For any of the above, address

GRAIN DEALERS COMPANY,

10 Pacific Avenue, CHICAGO, ILL.

Clarks Car Register

Indispensable to grain receivers and large shippers. Affords ready reference to the entry or record of any car number.

All numbers are separated into 10 divisions, indexed by first and second right-hand figures, so one can quickly find the record of any car entered. In looking for 9846, turn to the marginal index for the unit, 6, on that page find column 4, and follow blue line in column to figure 8, which will be the number wanted.

The book comprises double pages of heavy paper ruled in columns for initials, car number and record. Well bound, 11 x 14 1/2 inches.

Price \$1.50

Sold by GRAIN DEALERS COMPANY,

10 Pacific Ave., CHICAGO, ILL.

BOOKS FOR GRAIN DEALERS.

No. 380, size 9 1/2 by 12, 160 pages, ruled for date, name, kind, gross and tare, net pounds, bushels, pounds, cents, dollars, cents and remarks. Space for 3000 loads. Price, \$1.50.

No. 375, size 10 by 12 1/2, 400 pages, ruled with twelve blank squares to a page for figuring each load. \$1.50.

No. 385, Record of Cars Shipped, size 9 1/2 by 12, 160 pages, ruled to show complete record of each car. \$1.50.

We also carry complete line of Ledgers, Journals, Day Books, Scale Books, etc. Printing of every description. Sample leaves of books furnished.

HALL & PAIGE CO., Creston, Iowa.

Better than SCALES

and more reliable to the shipper of grain in CAR LOTS.

The knotty problem of short weights will be settled for all times if the railroads adopt my method.

The book is worth many times its cost to every shipper who has no hopper scale, if only to keep his account within reasonable bounds with his consignee and banker.

My method of determining the number of bushels of wheat in any carload is absolutely correct.

Why go to the expense of putting in hopper scales in your elevators or warehouses, when with my scales your shortages show up less at the end of the year than when you weigh in over Fairbanks' or Howe's Scale.

Write me to-day.

Price \$1.00.

F. P. MILLER, CHETOPA, KAN.

YOU CAN GET...

GRAIN DEALERS JOURNAL

| | and Hay Trade Journal..... | for \$2.00 per year |
|---|---|---------------------|
| " | " Millers' Review | " 1.50 " |
| " | " Toledo Daily Market Report | " 1.50 " |
| " | " Minneapolis Daily Market Record | " 3.00 " |
| " | " American Lumberman | " 3.00 " |
| " | " The Operative Miller | " 1.50 " |
| " | " Harper's Magazine | " 4.00 " |
| " | " Harper's Weekly | " 4.25 " |
| " | " Round Table | " 1.50 " |
| " | " Scribner's Magazine | " 3.50 " |
| " | " Review of Reviews | " 3.00 " |
| " | " Century Magazine | " 4.50 " |
| " | " St. Nicholas | " 3.50 " |

You can get the Grain Dealers Journal and any one of the publications mentioned above by sending the sum set opposite the name of the publication desired to.....

GRAIN DEALERS COMPANY, 10 Pacific Ave., CHICAGO, ILL.

MEETING OF WESTERN INDIANA DEALERS.

After considerable agitation a meeting of the regular grain dealers of western Indiana was called at Hotel Lahr, Wednesday, May 31.

The meeting was called to order by President W. T. McCray, of Kentland, at 2:15 p. m. President McCray spoke of the need of an association and the advantages of combined efforts.

The secretary of the National Association spoke of the work being done by the National and the recent gains in membership. Also what the association desired to do in Indiana.

E. H. Wolcott, Wolcott: Would it not be better to find out what is wrong? The attendance here seems to show that we have some troubles and need something to help us.

H. J. Caldwell, Earl Park: The treatment dealers have received from the transportation companies during the last season shows that we need something to help us. We had a large quantity of oats in store at Earl Park from October until February before we were able to get cars. I had twenty-five cars hauled across country to Kentland and shipped to the seaboard via the Panhandle. During the next three days I had more cars offered than I had been able to get in the preceding sixty days, even by writing and telegraphing persistently.

We spring prices in our local market and get a little grain from our competitor, laugh in our sleeve, and think that is the last of it, but he will have his turn and get even.

We should have some voice in the grading of our grain at interior points. At present it is entirely unreliable. Last winter I shipped thirty cars, which was placed in one grade at an interior point, but one-third of it was graded higher at the seaboard. An inspector told me that he placed a car of corn in a higher grade because it was going to an interior point. Is there any justice in such grading?

B. F. Crabbs, Crawfordsville: I am an old grain man, but not a public speaker. I think there is too much discord; we need more harmony. We can secure it by getting together. An association is needed.

L. T. Hutchins, Sheldon: I have been a member of the Illinois Association for several years and find it of benefit. In fact, I think I would not be in business if we did not have an association.

C. A. Burks, Bement, Ill.: I am a member of the Illinois Association and know I am benefited by it. I believe the Illinois Association will become affiliated with the National Association, as it is the desire of many of the members.

W. E. Rich, Oxford: I am in favor of organizing, because I feel the need of a strong association.

Mr. Caldwell: I move that we organize the Western Indiana Division of the Grain Dealers National Association.

Seconded by E. H. Wolcott.

After discussion it was carried unanimously.

President McCray called for nominations for chairman.

Mr. Hartley nominated Mr. H. J. Caldwell, of Earl Park, and he was elected chairman.

Mr. Caldwell accepted the position.

Upon motion Mr. E. H. Wolcott, of

Wolcott, was elected secretary and treasurer.

Mr. McCray moved that the board of managers be made up of one member from each county. Carried.

After a recess of five minutes a board of managers made up of one from each county was selected, as follows: White county, John B. Ross, Brookston; Jasper county, W. C. Babcock, Rensselaer; Pulaski county, H. A. Myers, Francisville; Montgomery county, B. F. Crabbs, Crawfordsville; Howard county, T. A. Morrison, Kokomo; Clinton county, J. D. Fritch, Frankfort; Newton county, W. D. Foresman, Foresman; Benton county, John F. Barnard, Fowler; Warren county, Sam Finney, Attica; Carroll county, H. G. Kirlin, Delphi; Park county, A. S. Russell, Montezuma; Fountain county, J. T. Nixon, Attica; Tippecanoe county, W. W. Alder, Lafayette. Each member of the board is ex-officio local chairman, and will represent the association in the adjustment of local troubles in his county.

Some of those who attended the meeting had left to catch early trains home. Those remaining signed the following agreement:

We, the undersigned, agree to become members of the Western Indiana Division of the Grain Dealers' National Association and to pay our dues of five dollars, on or before June 10th, 1899: J. F. McCormick, Ambia, Ind.; Farmers' Co-Op. Grain Association (T. H. Dixon, Mgr.), Ambia, Ind.; Fred Rose, Brookston, Ind.; E. W. Finch, Veedersburg, Ind.; H. Kerlin & Son, Delphi, Ind.; Kerlin & Ryan, Florida, Ind.; Rider Grain Co., Kentland, Ind.; A. B. Cohee & Co., Brimhurst, Ind.; D. L. Thompson, Dayton, Ind.; W. R. Breckenridge, Kankakee, Ill.; John T. Nixon, Attica, Ind.; O. Barnard & Son, Fowler, Ind.; McCray & Morrison, Kentland, Ind.; Archibald Bros., Morocco, Ind.; Jakway & Murray, Goodland, Ind.; Sam Finney, Attica, Ind.; J. A. Washburn, Remington, Ind.; Caldwell & McCray, Earl Park, Ind.; W. C. Babcock, Rensselaer, Ind.; Coen & Brady, Rensselaer, Ind.; Ross & Ross, Chalmers, Ind.; A. E. Hartley, Goodland, Ind.; Risser & Rich, Oxford, Ind.; S. Van Steenberg, Talbot, Ind.; L. T. Hutchins & Co., Sheldon, Ill.; W. D. Foresman, Foresman, Ind.; Brook Grain Co., Brook, Ind.; Crabbs & Reynolds, Crawfordsville, Ind.; J. B. Ross, Brookston, Ind.; A. Colvert, Attica, Ind.; Montezuma Mfg. Co. (A. S. Russell, Mgr.), Montezuma, Ind.; B. H. Ross, Reynolds, Ind.; Jacob Myers & Son, Francisville, Ind.; J. T. Sims, Fowler, Ind.; Boner & De Bolt, Wolcott, Ind.; A. & E. H. Wolcott, Wolcott, Ind.; J. D. Fritch, Frankfort, Ind.; Abel Grove, Frankfort, Ind.; Thomas Witt, Campbell & Co., Frankfort, Ind.; Morrison & Thompson, Kokomo, Ind.

Moved and seconded that a meeting of the association be held in Lafayette Tuesday, June 27.

Moved and seconded that a committee be appointed to draft a constitution and by-laws for the association, to be reported at the June meeting. H. J. Caldwell, E. H. Wolcott and Charles S. Clark were selected for the committee.

Mr. Hartley suggested that local storage and grading be discussed at the next meeting.

Mr. McCray moved that a committee be appointed to arrange a program for the next meeting. Carried.

The following committee on program was appointed to get up a program for the next meeting: W. T. McCray, Kentland; W. C. Babcock, Rensselaer; J. M. Brafford, Frankfort; Arthur R. Sawers, Chicago; A. E. Hartley, Goodland; J. F. McCormick, Attica; B. F. Crabbs, Crawfordsville, and W. E. Rich, Oxford.

Mr. Hutchins suggested that each

member be appointed a committee to solicit members in his territory.

Adjourned to June 27, 1:30 p. m.

CONVENTION NOTES.

Sixty-four attended.

A number have joined since the meeting.

A good meeting. May the association have more and better.

The Grain Dealers' Journal was represented by Charles S. Clark.

Mr. Caldwell's oratory quickly gained him the unanimous vote for chairman.

The Cayuga Milling Company, of Cayuga, Vermilion county, has joined since the meeting adjourned.

The Merchants' & Manufacturers' Warehousing Company, of Chicago, was represented by F. B. Potwin.

Now is the time to join. Get in the band wagon. Send your application and \$5 to E. H. Wolcott, Wolcott, Ind.

S. K. Todd has been selected a member of the board of managers from Vermilion county. Mr. Todd is manager of the Cayuga Milling Company, Cayuga.

The dealers present from Illinois points were W. R. Breckenridge, Kankakee; Charles A. Burks, Bement, and L. T. Hutchins and M. King, of Sheldon.

Two grain commission firms were represented. The Calumet Grain and Elevator Company, of Chicago, by Arthur H. Sawers and W. R. Mumford & Co. by Wallace Armstrong.

The committee on program have assigned the following subjects to members for papers or addresses next time: Address by Chairman H. J. Caldwell, Earl Park; Advancing Money, by A. E. Reynolds, Crawfordsville; Free and Unlimited Storage, C. Rider, Kentland; Millers Buying Wheat from Farmers, by E. W. Finch, Veedersburg; Local Competition, J. D. Fritch, Frankfort; Discounting Damaged and Unsound Grain, by John Barnard, Fowler, Ind.

Among those present were: W. R. Allen, Wolcott; W. W. Alder, Lafayette; B. L. Archibald, Morocco; W. C. Babcock, Rensselaer; John F. Barnard, Fowler; J. M. Brafford, Frankfort; Max Born, Lafayette; H. J. Caldwell, Earl Park; A. B. Cohee, Brimhurst; C. W. Coen, Rensselaer; B. F. Crabbs and T. C. Crabbs, Crawfordsville; Armstrong Colvert, Attica; W. S. Cunningham, Brook; T. H. Dixon, Ambia; J. M. De Rhodes and K. C. De Rhodes, Lafayette; J. M. De Bolt, Wolcott; E. W. Finch, Veedersburg; Sam Finney, West Lebanon; J. D. Fritch, Frankfort; W. D. Foresman, Foresman; A. C. Genung, Kirkland; Abel Grove, Frankfort; A. E. Hartley, Goodland; J. T. Higgins, Chalmers; A. G. Jakway, Goodland; C. M. Kerlin, Delphi; J. M. Letterman, Rensselaer; W. T. McCray, Kentland; J. F. McCormick, Burrows; J. F. McCormick, Ambia; S. H. Marshall, Montmorenci; T. A. Morrison, Kokomo; H. A. Myers and J. Myers, Francisville; J. T. Nixon, Attica; B. Price, Crawfordsville; A. S. Russell, Montezuma; F. Rose, Brookston; S. G. Ross, Chalmers; J. B. Ross, Brookston; C. Rider, Kentland; W. E. Rich, Oxford; G. D. Riddle, Chase; T. J. Ryan, Florida; J. T. Sims, Fowler; O. J. Styner, Montmorenci; H. H. Thomas, Frankfort; D. L. Thompson, Dayton; David Unger, Russiaville; J. Van Steenberg, Talbot; E. H. Wolcott, Wolcott; J. A. Washburn, Remington; J. C. Young, Frankfort.

GRAIN DEALERS' EXCHANGE

Continued from page 296.

WANTED.

SITUATION wanted by man experienced in both office and elevator as manager or asst. manager of office and elevator. Good references. Reasonable wages. Lock Box 37, Watseka, Ill.

POSITION wanted as manager of good good country grain elevator business, or would rent elevator at good grain point. Can furnish good reference; 10 years' experience. G. M. Davis, Sandwich, Ill.

ELEVATOR WANTED: 20,000 cap. or less; in good grain district, eastern Neb. or western Ia. preferred; or will buy working half interest. Give full particulars. J. C., Box 10, care Grain Dealers Journal, 10 Pacific Av., Chicago.

YOUNG ACTIVE MAN wanted. Must be good bookkeeper and correspondent. Thoroughly acquainted with rail rates in Southwestern territory. Permanent position to right man. Address Texas, Box 10, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

SALESMAN WANTED. Traveling man visiting grain dealers, elevators, mills, etc., desiring a salable line of well established staple goods (not requiring the carrying of samples)—commission 20 per cent and 20 per cent—Address "Manufacturer," P. O. Box 153, Covington, Ky.

ELEVATORS WANTED. We have frequent inquiries from grain dealers who desire to buy and rent elevators. If you wish to sell or lease your elevator list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Grain Dealers' Exchange, 94 Traders' Bldg., Chicago.

BIDS WANTED. The Rice's Farmer's Mercantile & Elevator Co. will receive sealed bids for erecting and building an elevator at Rice's, Minn., on the 20th day of June, at 2 o'clock p. m. Capacity of elevator, 20,000 bu. Also a feed mill. All to be operated with gasoline engines. Plans and specifications can be seen at the secretary's office at above named place. The right to reject any and all bids is reserved. L. G. Cairns, Secretary.

FOR RENT.

TO LET.—Space in this department, to elevator owners who wish to let an elevator or grain warehouse.

MISCELLANEOUS.

IF YOU do not find what you want advertise for it here.

A BARGAIN.—The fact that you read the ads. in this department should be sufficient to convince you that your ad. would be read by others. Try it.

DRIER, been used only for tests; dries brewers' grain and corn perfectly and economically. Cost \$1,000, sell for \$350 f. o. b. Buffalo. Barton, Box 4, care Grain Dealers Journal, 10 Pacific Av., Chicago.

FLOUR MILL for sale; built 1897; good as new; sell ½ or all; good farm trade; very fine wheat country; on Big 4 R. R. near Indianapolis. All references. R. G., Box 10, care Grain Dealers' Journal, 10 Pacific Av., Chicago.

GRAIN DEALERS' EXCHANGE.

FOR SALE.

ELEVATOR AND RESIDENCE for sale. Drawer D, Kirkman, Ia.

FAIRBANKS 500-bu. hopper scale for sale. Jno. M. Hornung, Greensburg, Ind.

GASOLINE ENGINES for sale or exchange. All makes and sizes. McDonald, 72 W. Washington st., Chicago.

2ND-HAND scales & trucks of various makes for sale. Repaired and warranted. Standard Scale & Fixt. Co., St. Louis, Mo.

STEAM BOILER for sale at a bargain; 48 in. by 16 ft. J. P. S., Box 8, care Grain Dealers Journal, Chicago, Ill.

ENGINES, BOILERS, \$25 cash, balance on easy payments buys the best 8-h. p. engine. M. E. Howard, Indianapolis, Ind.

GASOLINE ENGINES Bought, sold, exchanged; guaranteed in perfect repair. Gas Engine Repair Co., 43 S. Canal, Chicago.

ELEVATOR at Beatrice, Neb., for sale; 10,000 bu. capacity; in good repair; crib capacity 12,000. E. P. Bacon & Co., Milwaukee, Wis.

BUCKEYE ENGINE for sale; 75-h. p. in first-class condition. Too large for my use. Will sell cheap. Address A. Colvert, Attica, Ind.

ELEVATOR for sale; in good grain country; 3 lots, office, scales and 1 share in telephone. On Big 4. Address A. H. Drake, West York, Ill.

GASOLINE ENGINES at a bargain; 24 h.p., 12 h.p., 28 h.p.; also refitted scales. New elevator supplies. A. P. Ely & Co., 1110 Douglas street, Omaha, Neb.

SECOND HAND GAS AND GASOLINE ENGINES; dynamos and motors; all sizes; guaranteed for 1 year. Price Machinery Co., 54-60 S. Canal St., Chicago.

GAS ENGINES for sale; 1 second-hand, 10-h. p., vertical Racine, and one second-hand 8-h. p. Otto; excellent condition. M. L. Barrett & Co., 219 E. Lake St., Chicago, Ill.

BUSINESS opportunities. We have several first-class openings for parties who wish to invest in elevator and milling property. Mill Owners' Exchange, Nashville, Tenn.

ELEVATOR AND GRAIN BUSINESS for sale, elevator capacity 25,000 bushels. Corn cribs 30,000 bushels. First class grain point. Address Lock Box 374, Tekamah, Neb.

THREE IOWA ELEVATORS for sale, in the best grain section of the state; western Iowa. If you are looking for a good location and a bargain, address Lock Box 418, Charter Oak, Ia.

FARM for sale; 70 acres in Dallas Co. at \$2,400, worth \$3,500. You can pay for it in short time by raising corn and hogs. S. B. Shumway & Co., Real Estate Agents, Minburn, Dallas Co., Ia.

FOR SALE.

ONE OR FOUR ELEVATORS for sale on easy terms as I don't want the money and sell on account of poor health. We ship over 1,000 cars grain a year. For terms and particulars write M. D. Burke, Pemberton, O.

FEED ROLLS, SCALES.—3 three-high feed rolls, 1 600-bu. and 3 60-bushel hopper scales, at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Ave. S., Minneapolis, Minn.

MILL AND ELEVATOR for sale for cash or trade for good farm in Ind. or Ill. Up-to-date 50-bbl. flour mill and 20,000-bu. elevator; in good repair and running every day. Cobs for fuel. J. F. Bending, Battle Ground, Ind.

MACHINERY for sale: 2 Barnard & Leas, 9x24, 4-roller mills; 1 No. 6 separator and grader; 1 Fairbank hopper scale; conveyors, link belt and rubber belt elevators and carriers. Paradox Mach. Co., 181 E. Division St., Chicago.

ELEVATOR for sale; 1,500 bu.; good as new; all machinery necessary for all kinds of work in a corn elevator. One of the best corn districts in Kan.; 80 miles from Kansas City. Prospects for a large corn crop very flattering. T. W. Simpson, Agricola, Kan.

ELEVATOR 8,000 bushels, with wagon and hopper scales, 16 h. p. gasoline engine, wheat cleaner, sheller and dumps. Also grind feed. Good territory, local monopoly in grain, coal and farm machinery. Will have to sell soon. S. G. Chamberlain, East Liberty, Ohio.

ELEVATOR, 12,000 bu. capacity, new No. 2½ Western corn sheller and cleaner; 20-h. p. engine and boiler. Lumber yard in connection with wanted. Handled 46 cars grain so far this year. Located in Moultrie Co. Good bargain. Ill health cause for selling. Stapleton & Mitchell, Lake City, Ill.

GRAIN BUSINESS for sale. Having elevator of 25,000 bu. capacity and renting another house, I have all the business; also ½ of a good coal business. Handled 400,000 bu. last year. Good grain country; main line C., B. & Q., 59 miles from Chicago. Address Thos. Mercer & Co., Somonauk, Ill.

GRAIN AND COAL BUSINESS FOR SALE, at Red Oak, Ia., including elevator, coal bins and barns. Elevator, 25,000 bus. capacity; new and substantially built; only one in town. Grain and coal business both good. The best country elevator in Southwestern Iowa. R. A. Stevens, Red Oak, Ia.

TWO ELEVATORS for sale, with dwellings and lots in thriving towns in central Ia., on C. & N. W. Ry., in heart of great corn, oats and wheat belt; millions of bushels of grain handled annually in towns where elevators are situated; 500,000 bu. in store now. Wish to retire. For particulars address O. Y. Box 11, care Grain Dealers Journal, 10 Pacific ave., Chicago.

FOR SALE.

ELEVATOR or half interest for sale; 8,000 bu.; 10-h. p., steam; 350-bu. hopper scale; wagon scale on main street. Only elevator in Harper Co.; shipped over 300 cars wheat alone from this station last year; good crop planted and large area of oats and corn. Have more business than I can well attend. Would sell half interest to right man at half cost. B. F. Cary, Freeport, Kan.

ELEVATOR FOR SALE; in heart of grain country, having handled 350,000 bushels in 1898. Storage capacity, 50,000 bushels; daily capacity, 20,000 bushels. Elevator was built in 1896, is equipped with the best of improvements, new office and fixtures. Also four acres of land and residence property. Owners want to retire. Indiana, Box 6, care Grain Dealers Journal, 10 Pacific av., Chicago, Ill.

WANTED.

ELEVATOR WANTED at good point in the Northwest. Give particulars. A. E. Conner, Arlington, S. D.

WHEAT CLEANER wanted; second-hand; 3,000 bu. a day. Must be good and cheap. B. F. Cary, Freeport, Kan.

WANTED.—Contractors to sell our grain handling machinery. See ad. B. S. Constant Co., Bloomington, Ills.

ELEVATORS, WAREHOUSES AND GRAIN BUSINESSES can be secured by making your want known here.

WANTED—Connection with exporters for c. i. f. business. References. Chr. Meybohm, Postfach 538, Bremen, Germ.

ELEVATOR wanted. Cheap house, at good grain point where there is not more than two dealers. E. Reichert, Cumberland, Ia.

MAN wanted. Competent to handle grain through cleaner. Must understand gasoline engine. Conway Mercantile Co., Conway, Kansas.

ELEVATOR wanted in good country town, within 200 miles of Toledo, O. Will lease with option to buy. Address F. L. Smith, Sherwood, Ohio.

PARTNER WANTED with capital, for a grain business. Warehouse and everything complete. Best grain section in the state. P. O. Box 33, Mt. Vernon, Ind.

ELEVATOR: Wanted to lease elevator in good grain district of Iowa or Illinois. May buy. Give full particulars. Address W. A. Holdren, Thornton, Iowa.

GOOD GRAIN AND COAL BUSINESS WANTED to buy, or would lease a line of four to six houses. Give full description and price in first letter. M. W. Lee, Dunlap, Ia.

ELEVATOR WANTED.—Will lease with option to buy, or will buy half interest with right man. I. G. M., Box 9, care Grain Dealers Journal, 10 Pacific Av., Chicago.

POSITION wanted with a grain company by an elevator builder. Understands building, remodeling and moving. First class references. A. W. Ward, 2500 Garfield St., Lincoln, Neb.

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month

BY THE

GRAIN DEALERS COMPANY.

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, Editor.
J. CARVER STRONG, Advertising Representative.

Price, Five Cents a Copy; One Dollar Per Year.
Foreign Subscriptions, \$1.50.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., JUNE 10, 1899.

When dealers drive into the country to buy farmers' grain profits disappear.

When dealers fall out the farmers get all their just profits and sometimes part of their capital.

Shippers who load cars so high with oats that inspectors and samplers cannot get at the grain provide a condition which often begets heavy shortages.

Dealers who congregate about a farmer's wagon to bid on grain establish a condition favorable to unreasonable overbidding.

A second bid by a dealer convinces the farmer that he was not disposed to pay all he could afford to pay for the grain, but was forced by competition to pay a fair price.

It is not necessary for track bidders to stop bidding the scoop shovel men—bids three cents under the price bid the regular dealer will give Mr. Scoop such a confusing attack of the dumps that he will retire from the market.

A report has been received from Washington to the effect that a special committee has been appointed by the Industrial Committee, consisting of Senators Kyle, Harris and Conger for the purpose of investigating the alleged elevator trust in Chicago.

The trust fever has finally spread to the farmers of Maryland and they propose to organize a combine made up of the county agricultural boards which will have full control of farm products and permit sales to be made only at profitable prices. What an enchanting scheme.

The marked reduction in shortages in some markets has brought about great care in weighing at other points. Improvements are being made in the weighing facilities at progressive grain centers and an earnest effort is being made to get all of the shippers' grain into the scale hopper. By persistent work shippers will eventually gain re-

lief from shortages and the docking of their shipments for shrinkage in handling will cease.

Ohio dealers should fortify themselves against the bag lending abuse by promptly disposing of their bags. If they have no grain bags they will surely not lend any. The farmer will narrate very irritating tales about the bags other dealers are lending, but this will not affect the dealer who has his wits about him.

The last crop report is decidedly bullish and it may be expected that the harvest of bucket shop failures will be unusually large, for the growth of these very fair institutions has been somewhat remarkable during recent months. It seems that the campaign against the bucket shop was stopped at a time when complete success was almost in sight. Judging from the crowds hovering around the Chicago shops, the speculating public has learned nothing by experience and is just as anxious as ever to bet with the bucket-shop keeper and let him hold the stakes.

The grain committee of the St. Louis Merchants' Exchange is working to bring about a reduction of the charge for weighing team track grain and for improving the facilities for weighing such grain. It seems that St. Louis has recently suffered heavy shortages on grain scooped from cars to wagons just as Chicago did many years ago. The trouble is the teamster is often afflicted with forgetfulness and fails to report every wagon load taken from the car. There is a remedy for this trouble however, and the grain committee of the Exchange shows an earnest disposition to find it.

The newspaper reporters who have been permitted admission to meetings of grain dealers have so often published sensational rot regarding the work of organization which was not borne out by the facts, that the dealers have finally lost patience and there is a growing sentiment against permitting them to attend the meetings. This sentiment was expressed at the recent meeting of the Illinois Association, and also at the meeting of the Grain Dealers' Union where newspaper reporters were denied admission. The grain trade has its own publications which circulate among regular grain dealers only. As they reach all the dealers whom it is desired to have informed regarding proceedings it seems sufficient that the representatives of these publications alone should be admitted to the trade conventions. It is not because the proceedings are such as to involve any one in trouble, but the so-called enterprising reporter who represents a sheet that has sensational tendencies will invariably

make a mountain out of every molehill.

Farmers' fairy tales about the prices bid by other dealers do more to disrupt local markets than all other factors combined. Experience has taught them that they get more money for their grain when the buyers get to fighting, hence, they are directly interested in inducing such fights. It is said that they do much laughing in their sleeves over the frequent successes attained in this line. No one should deny them this privilege. They are entitled to laugh and to enjoy thoroughly the profits of their shrewdness. Men who are such gulls as to be worked by this flimsy game should retire from the grain business and go to buying gold bricks.

The country shipper bears the burden of the shrinkage in transporting his grain from his elevator to the terminal elevator as well as the dockage for possible shrinkage of the grain while in the terminal elevator. Is he so prosperous that he can afford to do this? Is his profit from grain so much larger than the railroad Company and the terminal elevator that he can afford to bear their losses due to shrinkage as well as the shrinkage while in his own elevator? The shrinkage of profits during recent years forbids the toleration of any such imposition. It is time an earnest effort was made to secure clean bills of lading and the abolition of dockage for shrinkage at terminals.

Iowa, like Minnesota and Ohio has one association of grain dealers which has heretofore given most of its attention to social enjoyment, but now gives promise of trying to advance the business interests of members. This is in a measure accomplished by all associations, for even those which are purely social bring competing dealers together. Dealers, who are competitors, when relieved from the strain of local competition, are in a position to talk over their mutual troubles and make an effort to obtain relief. However, more good can be accomplished if these associations will take on the business features of other associations and lend their assistance to the solution of business problems.

June seems to be much favored by grain dealers as a month for meetings. The Kansas and Nebraska associations will, of course, hold the usual number of local meetings and in addition to the very successful meeting of the Illinois Association at Decatur June 6th and 7th and the Grain Dealers' Union at Creston, June 8th, the following associations will hold meetings: the Southern Ohio Association, June 13th, at Washington, C. H.; the Northern Iowa Grain Men, at

Clear Lake, June 15th and 16th; the Southeast Iowa Grain Dealers' Association at Burlington, June 19th; the Ohio State Grain Dealers' Association at Star Island, June 19-22nd; the Western Indiana Division of the Grain Dealers' National Association, at Lafayette, June 27th, and still others to hear from.

It is reported that the farmers about London, Ohio, propose to build an elevator of their own because the dealers of that section refuse to lend them grain bags. This is really the punishment the dealers deserve. In other words, if the dealers won't furnish the bags the farmers propose to do so. The farmers might as well organize a company to manufacture plows because the plow makers will not lend plows to them free of charge.

The regular grain dealers of Indiana have at last started to organize in earnest and the state which until recently had no organization, now bids fair to have four or five divisions of the National before the present year expires. The division of Western Indiana dealers, organized at Lafayette, has received so many different members since the meeting adjourned that Secretary Wolcott feels confident the membership will amount to 100 in a short time. The fact that the dealers of the Hoosier state struggled along independent of, each other so long, intensified long existing troubles and made organization all the more welcome to the sufferers. The association recently organized at Lafayette has the advantage of being a division of the National Association. Hence, has the prestige, influence and aid of that organization.

Experiments with grain driers during recent months has developed new possibilities in the work of these machines. It has also served to emphasize the impossibility of saving or caring for damp and hot grain in elevators not equipped with grain driers. Some markets, unfortunately, are not equipped with sufficient driers to care for the damp grain sent them. This places them at disadvantage and diverts good grain as well as damp grain to markets prepared to handle all kinds of grain to advantage. We have received a sample of wheat run through a Hess Drier recently and then cleaned which gives no evidence of having been out of condition. The wheat was "no grade" northern, wet and black with smut. Drying made the cleaning possible. If the elevator man had attempted to clean the wheat in its damp condition the smut would have been smeared over all the wheat and its market value destroyed. After drying, the smut was readily removed. It is by work of this character that many driers placed in elevators during the past season have more than paid for themselves.

Cleaning, drying and mixing houses, commonly known as grain hospitals, have proved profitable investments wherever properly equipped, and this explains why so many additional houses of this character are being constructed this season.

Under the flaming head of "Grain Trust" the "Citizen," of Columbus, Ohio, tells of the annual meeting of the Ohio State Grain Dealers' Association. Although one of the oldest of associations, this organization has given less attention to business problems than any other, in fact, its meetings have been little less than an outing for its members. The formal meetings in convention assembled have been very brief and the work done has generally been confined to one or two resolutions and the election of officers. However, we are pleased to state that the Ohio State Association proposes to take up the song of the grain man's burden and see if it cannot do something to brighten his pathway. It is decidedly unfair and unreasonable to yell "Trust," the minute an association shows a disposition to give some attention to business problems. It is reasonable to suppose that the Citizens' galley of standing trust heads were thoughtlessly pressed into service in order to facilitate going to press.

SUITS AND DECISIONS

George Elliott, of Mattoon, Ill., whose elevator was burned several months ago, has brought suit against six companies that carried insurance on the elevator, to force payment of the loss.

The suit of M. Fereh, a farmer, against the Victoria Elevator Co., at Ortonville, Minn., for the return of wheat he had deposited for storage, has been dismissed by the district court, which held there had been no legal demand on the company.

A penalty for failure of a railroad company to furnish cars to a shipper is enforced in Houston, E. & W. T. R. Co. vs. Campbell (Tex.), 43 L. R. A. 225, and it is held that there was no necessity of a contract for the cars to make the carrier liable for refusal to furnish them. A note to this case reviews the authorities on the duty to furnish cars to shippers.

The commissioner of internal revenue has given an opinion that the second export bill of lading must bear a 10-cent stamp, the same as the original. The commissioner says: No obligation is imposed on any transportation company to issue an export bill of lading or receipt for goods exported. If, however, a bill of lading or receipt is issued it must be stamped by the party issuing the same with a 10-cent stamp. If, in any single case of shipment, two or more export bills of lading are issued, each having the effect and force of an original, each of these must be stamped, but if duplicates or copies are made or issued of any original export bill of lading, and such duplicate or copies are so marked, they do not require stamps. In the case under review the agent of

the Star Union Line issues two export bills of lading for a shipment of grain to a foreign port and these two bills of lading are given to the shipper, and the shipper attaches one of these export bills of lading to his draft, which goes abroad, and the other export bill of lading he sends by another vessel to provide against the possible loss of the first, and on this second bill of lading are the words "one accomplished, the other stands void," both are originals and should be stamped with a ten-cent stamp.

John Calhoun, a tenant on shares, sold his entire crop to Campbell, Thomas & Co., of Frankfort, Ind. A. T. Bowen, the landowner, brought suit against the firm for his share of the crop, and was given judgment for \$50. The decision was sustained by the appellate court on the ground that if the tenant sells the landlord's share of the crop without his permission the landlord may recover such share or value from the purchaser, for the latter cannot acquire a better title to the crop than the tenant had.

ASKED AND ANSWERED

CARRIER'S LIABILITY FOR DELIVERY WITHOUT PRESENTATION OF BILL OF LADING.

Grain Dealers Journal: A shipped three cars of oats to Chicago. He endorsed bills of lading to a Peoria firm. He wrote on back of each bill: "Reconsign to Peoria" and made drafts against them. The Peoria firm paid the drafts. The shipper, instead of ordering grain reconsigned, ordered initial carrier to deliver to a Chicago firm, which was done. Did the Peoria firm have title to the grain? Is the carrier liable to it for the grain or its equivalent? If any one can refer me to a court decision on the point or will give me an opinion on the case he will confer a great favor. I. O. W.

Annan, Burg & Smith, St. Louis, Mo.: There is no question in our minds but what the Peoria firm has title to the grain and the carrier is liable to that firm for the grain or its equivalent. We have a parallel case in mind but cannot just lay our hands upon it; nevertheless from the standpoint of justice outside of usage the Peoria people are entitled and should have protection at the hands of the people who issued the bill of lading.

Brinson-Judd Grain Co., St. Louis, Mo.: We regret to say that we know of no court decision that covers the point in question, but it seems to us that the proposition starts out with an unqualifying statement that "A shipped 3 car loads of oats to Chicago," and we interpret the word "shipped" to mean that "A" billed 3 cars of oats to Chicago, not to Peoria or any other point. The next step in the proposition seems to be that "A" endorsed bills of lading to a Peoria firm and wrote on the back of each "Reconsign to Peoria," and made drafts against the Peoria firm. It seems immaterial to us, so far as the railroad is concerned, what the shipper wrote on the back of each bill of lading, as the road is not supposed to know what notations he made on the bills of lading when he endorsed them, and the road could only be governed by, and held responsible for, the notations inserted by its agent or by the shipper

before the bills of lading were signed. Inasmuch as the oats were billed to Chicago and the road delivered them to Chicago according to contract, we think the road is relieved of all responsibility unless the bills of lading were "shipper's order" and the road surrendered the grain to some firm in Chicago without taking them up. In that case of course the railroad would be responsible for the grain or its equivalent. But, if the bills of lading were straight and not "shipper's order," we think the road is relieved of all liabilities, inasmuch as the oats were delivered to Chicago according to billing, and the only recourse the Peoria firm could have, would be on the shipper of the oats. Of course we are not quite clear on all of these points as it is not stated whether the bills of lading were "shipper's order" or straight, and the whole drift of our argument is in effect, that the railroad company could not be held responsible for any notation the shipper might make on the back of the bills of lading, as notations on the back do not alter or affect the railroad company's agreement on the face of same.

Forrester Bros., St. Louis, Mo.: In regard to a railroad company's liability for its own bills of lading, will give our opinion on the matter in question. It is not customary for railroad companies to demand bills of lading when made straight, but when it comes to a point of law the railroad receiving consigned goods must present the bill of lading. Railroad companies as a general rule do not require this. If these bills of lading are made shipper's order it makes the case against the railroad company that much stronger. It is then in our opinion that the railroad company is liable for this grain whether consigned to Chicago or Peoria billed straight or shipper's order, from the fact that bills of lading can be presented before goods are delivered. We cannot refer to any court decision on this point, as we do not know of any case just like this one.

Warren & Co., Peoria, Ill.: We cannot refer to any court decision bearing on a similar case. If it had been in our case we would not have paid the draft unless it was drawn by some one whose financial standing was beyond question. We never pay any attention to indorsements on a bill of lading made by shipper unless it is billed to his order. When billed direct to a Chicago firm, they would of course control the grain, as the railroad would not deliver them without asking for the presentation of the bills of lading. We would not consider the carrier liable for the grain, or its equivalent.

WHY ARE CINCINNATI WEIGHTS SHORT?

Grain Dealers Journal: Can any one inform us through the columns of the Journal why Cincinnati weights are running so much short on corn? February 7 we shipped car No. 20,799, short 24 bushels; February 11 car No. 20,655, 55 bushels short; February 14 car No. 997, 50 bushels short; March 18 car No. 21,249, 19 bushels short; March 24 car No. 4,220, 60 bushels short, and March 24 car No. 21,177, 24 bushels short.

We have heard a number of dealers in this section complain of the weights there. It would be well for Cincinnati grain houses to look into this matter and see why shortages are becoming so

frequent in shipments to that market. Dealers say they would rather not sell there on that account, for one thing. E. R. Ulrich & Sons, Springfield, Ill.

TO CURE BROOM CORN SEED.

Grain Dealers Journal: Considerable broom-corn is raised in this country every year, and naturally when the broom-corn is thrashed there is separated a large amount of seed, which, up to the present time, we have found entirely worthless, on account of not having any way of taking care of it. The corn is cut when green, and thus the seed does not quite mature, although it gets perfectly hard when dried in this condition. As it does not properly mature and is somewhat green when piled up, it goes through a red-hot sweat, with the result that after the seed cools it is entirely spoiled. Is any machine made that could put the grain in condition at the time it is thrashed so it may be stored away the same as oats? I would be pleased to hear from parties who know of such a machine. J. G. Hermann, Ashmore, Ill.

LETTERS FROM THE TRADE

WORK OF THE SOUTHERN GRAIN ASSOCIATION.

Grain Dealers Journal: The prime object of the Southern Grain Association is to try by effort, on the part of shippers, to get southern buyers to pay drafts against grain shipments, on presentation, or in other words, to do business in that territory the way it is done in northern states. It has been customary all through the southern states for merchants to buy grain "payable on arrival," which practically meant that the buyers paid drafts whenever they got ready to do it. This allowed many abuses to creep into the trade, and imposed burdens on the shippers which they could not do business under, especially with the close margin of profit on which the trade is carried on today. The Association feels much encouraged by the success of the movement towards reform. Alfred Brandeis, Secretary, Louisville, Ky.

APPLICATION FOR LOCAL DIVISIONS OF ILLINOIS ASSOCIATION.

Grain Dealers Journal: The executive department of the Illinois Grain Dealers' Association is desirous of doing its utmost to assist its members regarding the matters of short weights and bad inspections also to work against houses accepting irregular grain and, in fact, assist upon any point which would cause friction in any locality in the state where the association could render assistance. Let members notify our secretary Mr. B. S. Tyler at Decatur, Ill., at once when needed.

The work of course will be more readily accomplished when our local divisions are in thorough working order. In the meantime if members will send in their applications for local divisions promptly to our secretary, Mr. T. B. Tyler, he will have our traveling representative attend to them as soon as possible.

Applications for local divisions must, according to our constitution, be signed by at least six firms already members of

our state organization, or firms in good standing that send in application for membership in the State Association at the time with their initiation dues. E. R. Ulrich, Jr., Springfield, Ill., President Illinois Grain Dealers' Association.

TEXAS DEALERS TRIP TO MEXICO.

Grain Dealers Journal: I will not attempt to describe our trip to Mexico; I do not feel that I could do it justice. In every respect it was a most delightful outing and nothing occurred to in any way mar the pleasure and serenity of the trip. We had simply a glorious time from the hour of our departure until we returned. I wished for the editor of the Journal many times to write up some of the wonderful scenery and curious costumes. The scenery, I think, is the grandest that ever came under my observation.

The people and their curious mode of living and doing business were a revelation to us, and the methods in vogue for the cultivation and harvesting of crops appeared to us as fully 500 years behind the Texas farmer. These people, however, are exceptionally kind, polite and attentive to tourists, and at every stopping point they exerted every effort to make our stay among them pleasant and memorable. Permit me to suggest to any tourists from the north who may wish to make a similar trip that the route via Laredo and the Mexican National is by all means the most preferable, securing for the tourist a delightful combination of first-class railway service and scenery of inexpressible grandeur. J. P. Harrison, Sherman, Tex.

THE SUPPLY TRADE

The Hess Warming and Ventilating Co., Chicago, has recently issued a new catalog illustrating The Hess Pneumatic Grain Drier. This catalog explains the Hess system of drying grain and is illustrated with a number of half-tone engravings showing the drier in actual use. This drier is always put in a separate building just outside the elevator so as not to increase the insurance rate. A copy of this catalog may be had by addressing The Hess Warming and Ventilating Co., 708-135 La Salle St., Chicago.

The Paine-Ellis Grain Drier Co., of Milwaukee, Wis., write as follows: Our attention has been attracted by an article appearing in Grain Dealers Journal of May 25th, which was evidently placed there more as a bit of advertising than as an item of news. It relates to the insurance rates on elevators containing wooden grain driers, and if left to pass unnoticed, might possibly act as an injustice to parties manufacturing driers wherein wood is partially used in their construction. Although there are more than twice the number of PAINE-ELLIS Driers in operation in America, than of any other manufacture, still we have yet to learn of the first instance where insurance rates have been raised on elevators or mills wherein they are in operation. The temperature used in these machines never exceeds 150 degrees, usually not over 135 degrees, the risk of fire therefore is no more than from an ordinary steam heating plant."

THE CONSTANT GRAIN FEEDERS.

A country elevator of modern design will handle its full capacity of grain at small expense and with little trouble. The country elevator of to-day is equipped with modern appliances for handling and machines for shelling, cleaning, drying and improving grain, and arranged so that it requires a minimum amount of labor to operate it. With this end in view the B. S. Constant Co.'s Grain Feeders have been designed and built.

The accompanying cut, Fig. 2, shows a Constant Grain Feeder conveying from three dumps to one stand of elevators, also from a storage bin or crib to the sheller or elevator. While Fig.

shaft or the boot pulley shaft and are arranged with clutches and levers, to throw them in and out of gear, thus requiring only one belt to drive them. They can be run at any angle so any point in the elevator at which a dump can be placed can be reached, the distance not making any difference in the amount of grain they will carry.

The feeders are fitted with two speeds, fast and slow, so the same dump can be used for both ear corn and small grain. They are made in capacities ranging from 35 to 1,500 bushels per hour on ear corn and as high as 2,500 bushels on small grain. The reason the feeders are not made to handle more ear corn per hour is that the largest size sheller has a capacity of only 1,500 bushels per

MEETING OF GRAIN DEALERS' UNION.

The quarterly meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri at Creston, June 8, was called to order by President D. Hunter of Hamburg, who expressed gratification at having so good an attendance. We have few troubles in the territory of the Union, in fact the worst trouble has been settled today by the parties themselves. We have not much business to attend to. First we will listen to the reading of the minutes.

Secretary G. A. Stibbens of Coburg read the minutes of the meeting at Council Bluffs and at Atlantic, May 3.

The minutes were approved.

Secretary Stibbens read the following paper:

Secretary Stibbens' Paper.

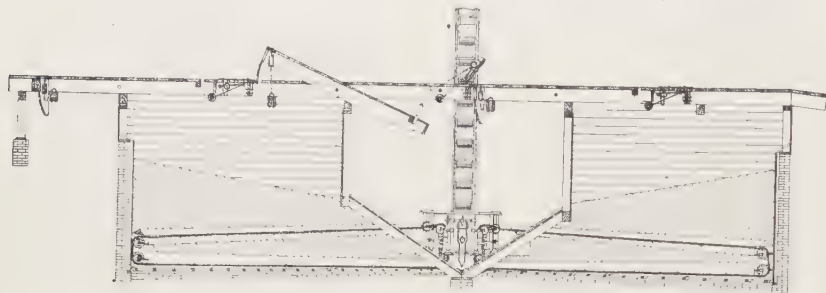
A great many of you probably wonder why we do not have a prepared program for our meetings. Nothing would suit us better, but we have repeatedly requested and insisted that different members write a paper, or address the meetings on some subject pertaining to the grain business—the answer invariably is, I can't talk, or I can't write, and I do not care to expose my ignorance. My friends, this is a mistaken idea. I venture the assertion that there is not a person here, but what can write an intelligent article on any subject relative to the grain trade, if you would only give the matter a little consideration. I have conversed with nearly every member of this Union, and I find that you are all good single-handed talkers. We find, too, when you have any difference with your neighbor, when some of us are called in to help adjust the matter, that you can all talk equal to a Populist orator, especially when your side of the case is to be presented.

We must have your co-operation in these meetings to make them a success, and a few words of encouragement spoken at the proper time may be the means of doing much good. Each of you have an influence, and if properly used will work wonders among the trade. Do not find fault with everything that is done, but put your shoulder to the wheel and push, and push hard. In order to accomplish the best results we must have the united support of the Union. Some of you have given this support, some have not.

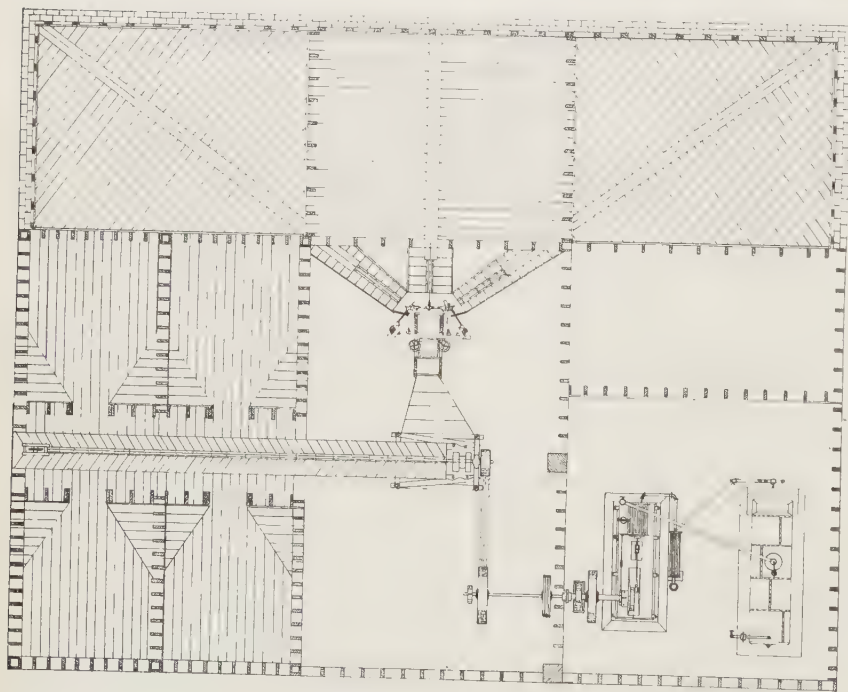
The grain trade in this section is just what this organization has made it. The future depends on how well we pull together. If each one of us will go home from this meeting fully determined to do everything in our power to promote the interests of this Union for the coming year, we will soon have one of the grandest organizations of the kind in the world. On the other hand, if we take no interest in keeping up the work, we will sink into oblivion, and in a very short time we will only be known as a thing of the past, which outlived its usefulness.

There is a great future for grain associations if the work is properly carried on, and they are only in their infancy. Just think: Only a little more than three short years ago, there was not a grain association in existence West of the Mississippi river except the one in the Northwest part of Iowa, which is practically an Insurance Company and cannot be considered an association in the full sense of the word. When we consider what has been accomplished in so short a time, the members of this organization are to be congratulated. But I fear there are some of you who do not attach enough importance to the fact of keeping up this work. Have any of you ever stopped long enough to consider what the condition of the trade would have been, at this time, had there been no association?

My brothers, in discussing this matter in your mind, remember it does not make so much difference what your neighbor does, but it is what you, yourself do. Get right, before you commence to tell your competitor what he should do. If you will do this you will avoid trouble. Stop and ask yourself the question, Can I make any money by paying track prices for grain to prevent my competitor from getting it? Consider well, when a farmer tells you that your neighbor has offered him a cent more than you are paying. Do not be fooled, for when you learn the truth, nine times out of ten you have been duped,



Constant Grain Feeders.—Fig. 1.



Constant Grain Feeders.—Fig. 2.

1 is a cross section showing the three Safety Wagon Dumps which are made in either platform or rail style and self-locking. These feeders handle all kinds of grain, including ear corn. They are automatic, will shut off the feed and prevent the elevator choking. In feeding a sheller, the feeder separates the shelled from the ear corn, taking the ear corn on to the sheller, while the shelled is carried direct to the elevator, thus preventing it from being broken up, which might result if it went through the sheller.

The grain is dumped on top of the chain, this feeder chain being exposed to the grain from 8 to 12 feet. These feeders are driven either from a line

hour. These feeders will bring grain from one to five dumps direct to one stand of elevators, thus saving the expense of additional elevators, which is quite a saving in the building of a new elevator.

Further information regarding these feeders can be had of the B. S. Constant Co., Bloomington, Ill.

The word "about" when used in an order to buy or sell grain at a certain price means $\frac{1}{4}$. That is, if a dealer sends in an order to buy 5 July wheat at about 75 the commission man can pay 75 $\frac{1}{4}$. Parties who trade in futures should remember this.—Zahm's Circular.

and the farmer chuckles how he worked you. All the trouble there is today, gentlemen, is among yourselves, and you are certainly to blame for it.

A disturber who has an elevator and will not listen to reason, and is determined to ruin the business for all his neighbors, should be treated the same as the worst "scalper" in the land. I think I hear some broker say, that man owns an elevator, and I can't refuse to bid him. Suppose he does own an elevator. Must the business of twenty other men be ruined on account of his pure cussedness? When we find a man of this kind, and he refuses to do anything that is reasonable, or fair, I think we should insist that every track buyer in the land stop bidding him, and then he would come to his senses. Possibly, you may think me very radical on this matter, but I am convinced that this is the only way to handle that class of people.

We were told three years ago that we could never overcome all the evils of the grain trade, and possibly we will never be able to eradicate all of them, but we leave it with you to say whether or not we have wrestled successfully with the worst ones. Language fails to express the condition of the trade when this body of men took hold of it. We were told we could never suppress the "scalper." We were told we could never control track bids. We were told we were an unlawful organization. We were told we had no strength and would die "a bornin'." In other words we were told that we had bit off more than we could chew, and I must confess at times it seemed the bite was too big, but we rubbed our necks and swallowed it. Before that bite was fully digested, there would be still a larger one staring us in the face. But, one by one, we bit them off, and they gradually became smaller. Commission men who were against us at the start are now supporting us. Why? Because we have conked the business to regular dealers, thereby reducing their risk of paying drafts to a minimum. When a person now writes a form for bids who is not a dealer, the matter is referred to the organization covering that section, and they soon learn they must be a regular dealer to receive consideration. What has brought this about? We leave it for you to answer.

When you agree with your competitor to buy grain on a bargain of a cent and half, buy it on that margin and do not take the advantage of some local feeder trade to set the price up on him, if you do there will always be confusion, and he will lose confidence in you. What we want to do, is to do everything that we agree to do with each other, then there will be no occasion for contention. Do not lose sight of the one great fact that we must work in harmony with each other to produce good results. We must treat our competitors like honest men, and not like rogues, if we expect good treatment in return.

No man among us has worked harder for the welfare of the trade in the past two years than our President, and he is deserving of a great deal of credit for the manner in which he has carried on the work, and we should give him our very best support. We believe all local associations should support the National, as it is to the locals, what the Supreme Court is to the lower Courts. In fact you can not afford not to be a member of the National for the amount of money it costs. It is a wonder that the National has accomplished so much with the meager support it has received. It will cost you only \$2 per year to be a member of it, and we ask you in all candor, if you can afford to be without its influence for the small amount it costs.

In order to accomplish the best results all organizations must work in harmony with each other, as our cause is a common one. We are receiving the support of the railroads, track buyers and commission firms. Now then, is there any good reason for us to fight among ourselves? We think not. All of us are giving our support to this organization, because we believe it benefits the trade. If we thought there was no use for grain associations we would not be here. Then why not push the work and make it as effective as possible. There never was a time when the railroads were having so little trouble with their shippers. What has brought it about? We answer grain organizations properly carried on.

Everything bids fair for this country to raise another bumper crop, and are we going to fritter away the legitimate profit that rightfully belongs to us for handling it, by fighting among ourselves? Dealers this is a serious question for us to consider, and we should get right among our-

selves before it is too late. We do not have the "scalper" to contend with, but the one great obstacle in the way is that queerly constituted self.

Secretary Stibbens' Paper was heartily endorsed.

President Hunter spoke in favor of affiliating with the National Association, its ability to remedy troubles which could not be reached by the local association. He reviewed the work of the National in securing improved weighing facilities, reducing shortages and the settlement of claims.

The Secretary of the Grain Dealers National Association addressed the members on the Benefits of Organization, in which he spoke of social and educational features of the association, the restrictions placed upon unreasonable competition and the reforms instituted. He also spoke in favor of listing tricky firms and compelling arbitration of grain trade differences. In closing his remarks he read a few verses on the Grain Man's Burden, which were not written by Rudyard Kipling.

GRAIN MAN'S BURDEN.

Take up the Grain Man's burden,
It is a grievous load,
Come, dealers, join together,
And straighten out the road.
Or will you wait in patience,
Till Scoop and Apron men,
Have robbed you of fair profits,
And grain within your ken.

Take up the Grain Man's burden,
Proclaim afar his rights,
Give warning to the scoop men,
Make end to local fights.
Reduce the heavy losses,
In cars correctly weighed,
Demand clean bills of lading,
And cash for losses made.

Take up the Grain Man's burden,
Demand a loading fee,
Insist upon two cents, friends,
Persist till railroads see,
That you provide the depot,
For handling of bulk grain,
And give to all a service,
Which they do not maintain.

Take up the Grain Man's burden,
Your own, your neighbor's wrong,
Seek harmony, fair profits,
'Twill make you doubly strong.
Excessive overbidding,
Will work your own downfall,
Be friendly with your neighbor,
'Twill end in gain for all.

President Hunter: While we have the National Association before us I think we should discuss further affiliation with it. It will require 25 members to take advantage of the offer of the National, to admit without the payment of membership fees local associations, applying prior to July 1, 1899. I would like to hear from the members on this question.

J. D. Young, Anita: I have been a member of this association only about a month, yet I am free to say that we, Mr. Irving and myself, have been benefitted beyond our expectations. We have scoop shovel competition which I am confident will be driven out. We have other troubles which I feel certain will be remedied. As has been said before this afternoon the local dealers are often to blame for their troubles. Fortunately the regular dealers at our station get along handsomely.

C. M. Boynton, Creston: I have been traveling in this territory for 5 years and have never seen the local trade in such good condition to make money as it is this year. I attribute it entirely to the work of this association.

Chas. F. Davis, Pacific Junction: There is a banker in our town who used to be in the grain business, but after-

wards confined himself to the banking business. Not long ago he decided to reenter the grain business and started to buying at nearby points. He bulled the local market for a time. When it came to selling he could not find a buyer, and his request to track buyers for bids brought the information that he was not a regular dealer therefore no track buyer could afford to do business with him. He wrote me and explained that although he had once been very successful in the grain business he seemed to have lost his grip and asked that I give him some pointers. He now has an elevator and gets bids regularly. The association is responsible for it.

Several members gave reports on the acreage and condition of the growing grain, which will be found in the Iowa column of news items this number.

The following applications were presented and the dealers admitted: Langdenberg Bros. & Co., St. Louis; F. M. Buffington, Glenwood; C. R. Buffington, Hillsdale; W. F. Shindley, Lewis; J. A. Irving, Anita; J. L. Patton, Dexter; B. K. Windham, Glenwood; W. N. Henshaw, Atlantic; J. T. Spangler, Walnut; M. F. Percy, Anita; P. Ehlers, Minden; Christie & Sherret, Wiota; E. W. Miller, Casey; H. A. Wilkinson, Malvern.

A motion to amend the Constitution so as to provide for nine members of the governing committee instead of seven was carried, and upon motion President Hunter appointed John Sandham of Harlan and J. D. Young of Anita. These members do business on the Rock Island Railroad.

W. J. Davenport, Asst. Div. Pass. and Freight Agt. of the C. B. & Q. R. R. addressed the meeting and expressed pleasure at the success of the association. In behalf of the Burlington road and its officials I wish to thank the members for the good work they have done. There are before me a number of strange faces. A few years ago I knew all of the dealers along our line, the frequent complaints kept me running and I knew all the shippers by name. Today I seldom see you. I am convinced that the association has helped to remedy many of the troubles then existing. The railroad is interested in the regular dealers and wishes to see them prosper.

J. M. Bechtel, Div. Frght. & Pass. Agt. of the C. B. Q. R. R., while protesting that he was no orator, made an interesting talk, in which he expressed his thanks for the work of the association in bringing about a settlement of the Cumberland fight. His wishes for the success of the Union and the regular grain dealers were heartily appreciated by the dealers present.

Pres. Hunter asked for expressions as to the next place of meeting and suggested Atlantic.

Secretary Stibbens thought Council Bluffs would be more convenient for the dealers in southwestern territory.

J. D. Young, Anita: In view of the fact that we are trying to increase our membership on the Rock Island I think it would be better to meet at Atlantic.

J. D. Harris, Northboro: The members would lose too much time, we could not get them to Atlantic. Some districts are not represented here today. If we can not get them here, we could not get them to Atlantic.

G. A. Pierson, Orient: I move that

the next special meeting be held at Atlantic.

A motion that the next regular meeting be held at Council Bluffs was carried.

It being understood that the next meeting would be held in September.

W. W. Powell, St. Louis: I am one of the St. Louis travelers who have a trouble greater than the White Man's burden. We have not a St. Louis road, one which plugs for St. Louis, and we have to struggle against big odds. We honor the drafts of the regular dealers but will not the drafts of the scoopers—the irregular dealers. There is one trouble which you seem to have overlooked. You have shovel house competitors; we have sharks to compete with—irresponsible receivers and buyers, who have no money to invest in the grain business, who pay your drafts and pay for your grain when it is to their interests to do so, and beat you whenever they get caught short or the market goes against them. Deal with responsible firms, which have capital invested in the business and protect us from the scoopers in our business as we try to help protect the regular shippers.

CONVENTION NOTES.

Room 53 was dry.

H. S. Storrs of the Q. has a brand new Vandyke.

Fourteen new members—How the Union does grow.

The secretary gave it no title, but it was good just the same.

The Grain Dealers Journal was represented by Charles S. Clark.

The menu cards bore unique yet life-like pictures of Samuels & Harris.

The only Omaha representative of a Chicago house present was G. H. Conant, representing McReynolds & Co.

C. M. Boynton, the Creston representative of J. F. Harris & Co., supplied the dealers with plenty of cigars to burn.

Secretary Bewsher of the Nebraska Association was not at the meeting. It is said he was very busy looking for a house with garden.

The Union was favored by the attendance of J. M. Bechtel, Div. Fgt. Agt. and W. J. Davenport, Asst. Div. Fgt. and Pass. Agt. of the C. B. & Q. R. R.

The St. Louis firms represented were Daniel P. Byrne & Co., by H. A. Gritzner; Woodson—Young Grain Co., by W. W. Powell; J. W. Booth & Sons, by Herbert Chartiers; Brinson—Judd Co., by E. E. Hundley, and P. P. Williams Grain Co., by Joseph Norton.

Among those present were W. C. Bayles, Mt. Pleasant; Wm. Cool, Cumberland; G. H. Currier, Prescott; C. F. Davis, Pacific Junction; D. N. Dunlap, Fontanelle; D. Gault, Cromwell; J. Gault, Creston; Jno. R. Giles, Lenox; J. R. Harris, Northboro; Jas. H. Hulbert, Fontanelle; O. T. Hulburd, Osceola; D. Hunter, Hamburg; J. A. Irving, Anita; W. F. Johnston, Fontanelle; M. C. McCafferty, Kent; A. H. McDiarmid, Cumberland; James Munns, Corning; G. A. Pierson, Orient; E. Reichert, Cumberland; Ed. F. Rose, Coin; J. B. Samuels, Riverton; I. N. Shambaugh, Clarinda; E. N. Shoemaker, Spaulding; G. A. Stibbens, Coburg; F. J. Taylor, Creston; N. N. Turner, Cumberland; H. A. Van Schoiack, Elliott; J. D. Young, Anita.

MEETING OF ILLINOIS ASSOCIATION.

In the absence of the president and vice-president the annual meeting of the Illinois Grain Dealers' Association was called to order June 6 at 11 a. m. in the G. A. R. hall by Theo. P. Baxter, of Taylorville.

Mr. Baxter: I am glad to see so many of the members present and feel confident that we will have a well attended and enthusiastic meeting. We will now proceed with the regular program and have the minutes of the last meeting read by the secretary.

Thos. Costello, Maroa: As the minutes of the last meeting are printed in pamphlet form I move that their reading be suspended, and copies of same be distributed among the members. Carried.

Secretary Tyler then read the report of the Treasurer.

F. M. Pratt: The balance on hand June 5, 1898 was \$91.49. Received during the year, \$1,415.45. Paid out as shown by vouchers, \$1,421.98. Balance on hand June 5, 1899, \$84.96. In the item of expense \$150 was paid to the secretary to balance his account to June 10, 1898, leaving the total amount of expenditures for the year \$1,371.98.

H. C. Mowrey, Forsyth: I move we accept the treasurer's report as read. Carried.

Jos. Wood: I move we have a nominating committee appointed.

After discussion, the motion was withdrawn.

The reports of the standing committees were left for a later session.

Secretary Tyler then told the members that the afternoon session would not convene until 2:30 and that it would be opened by an address of welcome by Dr. W. F. Calahan, of Decatur. The morning session then adjourned, and the members improved the opportunity by coming forward and paying their dues.

TUESDAY AFTERNOON SESSION.

Theo. P. Baxter called the meeting to order at 3 p. m.

Dr. W. F. Calahan gave an address of welcome in behalf of the Dunn Post No. 1 of the G. A. R. The G. A. R. owes its birth to the city of Decatur. It was organized Apr. 6, 1866, and its first commander still lives here in Decatur. I refer to Ex-Senator M. F. Conan; he was one of the few public men in the state legislature who was incorruptible, voted against and opposed the warehouse bill.

H. C. Mowrey, of Forsyth, was called on to respond; he said: It is no small matter to respond to so hearty a welcome as extended to us by Dr. Calhoun. We are a business association, organized for business purposes, we handle a large part of the produce of this state. This organization is far reaching in its influence, but we will never get credit for it. I feel it is a great honor for us to be welcomed here by the G. A. R., the grandest organization ever known in history.

T. P. Baxter then read a paper, "What Shall We Do With Members Who Fail to Pay Dues Promptly, and How Shall We Secure Sufficient Finances to Have a Traveling Representative?"

What Shall We Do With Members Who Fail to Pay Dues?

In the discussion of this subject I must admit that there are two sides to it: One, the interest to the association; the other,

that of the member. If members fail to pay their dues, they should have reasons for their action, and make the same known. Some members do claim that the association has been of no advantage to them. If, then, the association is charged with weakness or neglect, it will be well to look at both sides of the subject. It is presumed that no one questions the need of association work, and we are assured of that fact owing to the large membership, as shown by our roster. It is a fact that all grain-raising states have their associations. This is a period in commercial affairs in which associations become the harbor of safety for individual enterprise. Going it alone should be a thing of the past.

What are the advantages of the association to its members? Any who will read the constitution will find abundant promise to justify affiliation and the giving of their hearty support, morally and financially. The following are a few of the many benefits to be derived from the association: It will protect members from irresponsible people, shyster farmers, track buyers and receivers; from flagrant abuses and inculcate principles of equity and justice. It will encourage frequent consultation and intercourse with your neighbors. It will bring about acquaintances and make fast friends. It will bring about interchange of ideas and methods of doing business. The inexperienced can affiliate with the experienced and successful; secure the speedy adjustment of differences, collect and disseminate to members valuable information.

From these teachings we should learn to have confidence in each other, accord equal rights, discredit all unauthenticated reports, arbitrate all differences, and harmony will be the inevitable result. I will quote the language of Mr. W. O. Sturgeon, of Valley Falls, Kan., to the Kansas Grain Dealers' Association:

"The value of unity and concentration of effort can hardly be overestimated from whatever standpoint we may view the subject. In becoming a part of this association we become one in interest and aim, and have at our command all the authority and prestige of an organized body laboring for the good and common interest of all engaged in the trade. When the association is recognized as a power for good in advancing the interests of its members along the lines of justice and right, then each member reaps the benefit arising from a partnership where the common good of all is of paramount interest.

"Much devolves upon every member of the association in using his influence. He should put forth his best effort in intelligent and upright endeavor to have all points gained by the association won by application of the one great principle of justice to each individual, whether within the organization or outside of it. Any ends secured by intimidating or coercive measures will eventually react unfavorably to the association and to all concerned in its welfare. History repeats itself over and over again and sounds the warning note that the superstructure of every institution must rest on the eternal foundations of equity, justice and love, or it must fall. Selfishness and self-interest cannot be a dominant force in any organization without bringing discord and disintegration within its limits. All those whom we wish to impress with the value of such an organization as ours must be made to feel by our example that our methods are just and right, and based upon the great and universal law of love, by which the universe is governed, through which nations and states and institutions rise to eminence and stand secure, and without which they fall.

"In striving to increase our membership and enlarge our sphere of influence, we must impress those with whom we come in contact, not only of our good intentions, but also by the consistency and uprightness of our business methods, until they are led to see how valuable such an association is, both as a beneficent factor in business transactions and a force for good in the community, as well as a help to individual members."

Having given many reasons in support of the association in its attitude and usefulness to its members, it is now proper to deal with the member who fails to pay dues, and to otherwise make himself useful. We have several kinds of members, some who pay their dues and keep in good standing in the association, but who practice all kinds of irregularities, cause local bickerings, and weaken the association in its good work almost as much as those who fail to pay dues. We cannot afford

to drop members. The association wants, it needs you all—and extends the olive branch. This subject, like many others in life, would need no discussion if man was honorable in all his dealings; but, "to err is human; to forgive, divine." The association will forgive. Then let us turn a new leaf today. The principles of honor with the association should be regarded the same as in other transactions. The following of the Golden Rule, "Do by others as you would be done by," would be all-sufficient, and the association would become a mighty power.

Our membership probably represents all the types of the Anglo-Saxon, with a sprinkle of the aborigines, etc. Therefore, the association must present itself agreeable to the different types in all the ways to meet the demands of its members. Then I believe all will pay dues promptly. The association must do like the boy compelled the hen to do when he gave her two sittings of eggs—spread herself. Adopt such measures as will meet the most difficult problems and reach every detail in local affairs. Systematize its workings and create subdivisions so that the influence of the association can be utilized to meet every emergency. We have the pessimist and the grouchy, and to these the association must direct its attention. Not only must the association be a thing of strength, but on the alert and ever ready to the call of its members.

Many great companies and corporations have their organization extending all over our broad land, with their agents and subordinates in every town; the influence and power of the organization is ever ready to give relief and support to the smallest and every detail that the agent and subordinate has to contend with. The religious, fraternal and many commercial associations extend their operations through the influence of subdivisions all over this country and other countries. Is there any industry in this country more important than the grain trade? There is none. Why, then, should we have members short in paying their dues? Can we question the good of our association? I say emphatically No! because any weakness of the association is the fault of its members. Too many members have been short of duty to the association, and by their indifference, carelessness, selfishness, slothfulness and stinginess have neglected their duties to the association and to themselves. If the members had been loyal to their association we would today be equal to every requirement of each member. Individuals who suffer most from bad habits are the slowest to break away from them. Grain dealers who are indifferent, members short in dues, and non-members, are those most in need of association influence. Some grain men are short-sighted as to their duty to the association, until they get into trouble and run on a losing basis, and squander hundreds of dollars, then hasten to pay their dues and immediately demand the services of the association ten fold. Such members remind me of one Irish grain dealer when trying to buy a sheller, the dialogue of which was as follows:

"Have yez anny corn shellers in sthock?"

The Irish porter was taking a noonday nap in a chair near the front door while the proprietor was at dinner. The familiar brogue brought him quickly to his feet.

"Corn shellers, is it; do we have corn shellers in sthock? We'll, now, don't we have corn shellers? If there's anny wan in this state that have more thin we, it's because they can't sill them."

"Phwat kind do yez kape?" demanded the inquirer.

"Kape? We don't kape anny kind; we sill them. Let me whisper—we've got the only dacint line of shellers that iver came into the county. Is it a hand sheller ye want?"

"The divil run away wid yure hand shellers. It's a corn sheller I'm after wantin'. I suppose it war a hand sheller that I lift thim two fingers into Pat Kelly's a year ago cum St. Patrick's day."

"It's lucky ye are that ye didn't lave thim all there for wurruking on that day. Is it wid stheam ye expect to run a sheller?"

"Yes, by stheam and the swit of me own honest toil."

"Is it a spring sheller ye want?"

"Spring sheller? Faith, I want wan that ye kin run anny time of the year. Am I a millionaire that I kin afford wan for each sayson?"

"Is it a cylindrikal that ye want?"

"Divil a bit do I care whither it's cylindrikal or perpindikulary; I want wan that will shell tin thousand bushels a day.

The paint must be green on the sheller and rid on the runnin' gears; wid me monny-gram and place of residence on the side. Thin I want wan of thim attachments fer sthamping me trade mark on each grain of corn as it cums out. Have yez thim?"

"We have annything that anny of thim have."

"Have yez the device to sthack the cobs the same as cordwood in the waggin' box?"

"We have annything—"

"And the wind blowin' sthacker which siperates the rid corn from the white?"

"Yis, if anny of thim—"

"And the extinsion corn carrier that takes the corn to the elevator in the town beyant?"

"It's me understandin'—"

"Will yez throw in a full sit of pairs fer extras?"

"Yis, if anny of thim—"

"Have yez roober tires on the wheels?"

"Aisy, now aisy, or you'll be wantin' us to throw in a paved road to run on. Have ye anny money to pay for a sheller wid all these monny-grams and device-ments?"

"Divil a cint."

"I t'ought so."

was over \$12 per member. If you all take the Grain Dealers Journal and have read the proceedings of the above meeting as reported by Secretary A. H. Bewsher, you will not hesitate today to respond liberally and to meet all demands of our association.

Our members number 552, of which 278 have paid dues to June 1, leaving 274 members delinquent, who are indebted to the association at this time in the sum of \$1,566.75. Thirty of our delinquent members are in arrears for two years' dues; the balance for one year. Now, I submit, Do we not need a revival meeting, with the holy ghost as the prevailing spirit?

The Nebraska association has thirteen local divisions which meet monthly, and oftener when necessary. These divisions have been successful and the dealers have made money. The price of elevators has advanced largely during the past year. These divisions have given local trouble special attention, and this has saved the squandering of large amounts of money. Outside troubles of the grain dealer are but slight. Subdivisions must be organized so that all dissensions can be controlled by our association. We must learn to govern ourselves if we expect our business to be prosperous.



Officers for 1899-1900.

Baxter. Beggs. Ulrich. McFadden. Costello. Tyler.

"Me note is good."

"Fer nothin'."

"Yer a liar."

And then if the proprietor had not returned in time to separate them, the porter might have effected a good sale. As it is, the prospective buyer went away mad, and what might have been will never be known.

It is too often the case that the member who wants most exerts himself least in support of the association, and often fails to pay dues. I say again, we cannot afford to drop members, but must shape the policy of the association to fit the needs of every member. I would suggest as one remedy the raising of the dues, and possibly classify the dues according to a property basis, viz., the minimum dues \$10 for one elevator and \$5 each additional one. Raise a fund ample to make the association strong, and success is assured. I learn from the minutes of the Nebraska association meeting held in April and published in the Grain Dealers Journal April 25 that association work in that state is very prosperous. The secretary's report was voluminous and in great detail, giving a full report of the number of local meetings and their workings, also local trouble, complaints, crop report, dues, and membership. That association has 300 members, from which the amount of dues collected was \$3,640.95, showing the average received

If we cannot raise sufficient money so that the organization of divisions and the local work of divisions can be carried on, then some plan should be devised whereby divisions may be formed with an agent, either hired or selected from its members, whose duty should be to adjust all differences in his division. Division members can handle largely the local affairs such as overbidding, keeping tab on tricky transient buyers, the farmers who spread false reports about prices, and a thousand and one things which cause trouble by not being looked after promptly, and I think can do so without calling on the state association in most cases.

In conclusion permit me to suggest that all members should give their moral, financial and active support whenever opportunity offers for the settlement of any difficulty, and go to the scene of trouble in sufficient numbers to effect a speedy settlement. The settlement of differences should be the first duty and be considered the most important duty of every member. No one should become discouraged and leave the association. Members should attend every meeting; they should use every effort to place the association on a high and honorable plane, so that it will be recognized by the grain trade of the country.

B. S. Tyler: What shall we do with members who fail to pay their dues

promptly is a vital question. The membership fee is \$5, and the dues \$5, payable quarterly. When we meet the members in meeting they seem to enthruse and pay up promptly, but during the interval between meetings, payment seems to lag. The dues must be paid promptly to carry on the work of the association. If this association is worth anything it is surely worth \$5 a year, but the dues are so small it seems absurd to talk about the payment of them. The association has outgrown itself. When members live a hundred miles or so apart they claim the association has not done them much good. We should have an arrangement so the local dealers can form local associations, elect a president and secretary, and hold local meetings, for local dealers must keep in close touch with each other and the state association. A broad chasm has stood between the local dealers and the state associations, and I think local associations will form the binding link. Then the dealer could bring his trouble to the local president and secretary, and they in turn take it up with the state association. Our dues are not left unpaid because we think we do not receive any benefit, but because we neglect them. I have a resolution which I would like to introduce at this meeting. I will read it so you may have time to think it over; it is as follows:

AMENDMENT TO CONSTITUTION.

Article XIV.

Section 1. The Secretary shall issue and grant charters to establish local associations within the state, by a petition signed by not less than six regular grain dealers, but said petitioners must first be members of this association with all dues paid.

Sec. 2. All local organizations shall elect a president and secretary, and the president shall be vice-president of this association.

Sec. 3. All local organizations shall cooperate with the state association, but in matters of local detail they shall make their own rules to govern their own local conditions.

Sec. 4. The expenses incurred in establishing and maintaining local organizations shall be paid by the members of those organizations.

J. C. Boyce, Mt. Zion: We want to regulate our weights, if in our shipments the cars run short 50 or 75 pounds, we want to know the reason of this shortage, and if the railroads are responsible they ought to be made to make good the loss. If we can regulate this I think every man will pay his dues. As it is now we have no redress. I think our president ought to come in contact with every dealer and learn of his grievances.

A. C. Durdy, Ohlman: I am glad to say we have had a local organization for some time; it has made us lots of money and keeps us in touch with each other. Our dues are \$1 per month and it seems to be no trouble for every one to pay them.

H. C. Hall, Paxton: It is a good thing to hold the railroads responsible for all shortages. At our stations the railroad track scale weights are unreliable. I think if we raise our dues there will be more delinquents than ever. We have a local association with headquarters at Champaign, have a president and secretary and hold monthly meetings. We are not troubled with irregular dealers or scoop shovel men, but with regular dealers overbidding one another. Every day each member receives a card which contains the market price for that day and that is the price each member buys at.

J. C. Boyce: The railroads will not issue certificates of weight and a clean bill of lading unless they are dead sure that the weights will hold out, but there is always a natural shrinkage in handling grain whether it is the hauling of a load of grain to town or the shipment of a car.

E. W. Culver, Chief Grain Inspector, Toledo: The Michigan Central and the L. S. & M. So. railroads have for some years been weighing all grain they handle, under the supervision of grain dealers or elevator men, and guarantee same weights at destination. They do not refuse a shipment from the farmer and put him on the same basis as the elevator man.

Chas. Voris, Neoga: I am glad we have the farmers. We could not live without them, we get our business from them. They are not the people we want to worry about. The railroad people are common carriers and issue a receipt for goods received; when we ship 1,000 bushels of grain and the railroad gives us a bill of lading for that much grain we should compel them to deliver that much or hold them responsible for the shortage. We need legislation, the shipper is entitled to a clean bill of lading. I have been in the grain business forty years and when I have a shortage I see to it that the railroads give me a check for it. We are in the grain business for the money there is in it, that is to be got honestly, and if we would devote the interest to association work that we do to our business we would have an association that would do a great work. But we sit around like a lot of dummies and let the railroads do us and they will do it when they can.

T. P. Baxter: My shipments to Decatur always show good weights, but to Chicago, Cleveland and Toledo they show on an average of 7 bushels per 1,000 shortage.

Chas. Voris: I get better weights at Chicago than any other place except Louisville, Ky., and on shipments to the seaboard at Newport News. But the railroads should give the grain men a clean bill of lading and treat them the same as they do other merchants.

E. S. Greenleaf, Jacksonville: I want to correct my friend. The law is with us; what we need is the sand to stand up for our rights. I have been getting clean bills of lading for twenty-one years. But the trouble is that a large number of elevators are located on land leased from and owned by the railroads. The dealers are afraid to kick for fear the lease will be taken from them, therefore they can not afford to fight the railroads. The association needs money to enforce these laws. We need local organizations who should report all shortages to the state association and let it take the matter up and prosecute the railroads.

Mr. Greenleaf then read the law as it stands today on the statute books.

Thos. Costello, Maroa: I think the railroads do everything they can to make our shortages as light as possible. I have had no complaints to make on shipments made over the Illinois Central. What we need are local organizations. Prices will regulate themselves if the dealers will get acquainted and work harmoniously.

E. S. Greenleaf: I personally have received no direct benefits from the association. I have practically no trouble in shipments to Chicago, and make no

kick when the shortages are from 3 to 5 bushels per 1,000, but when it is more I kick and get my money too. If our dues were all paid we would have money enough to prosecute the railroads.

G. C. McFadden, Havana: When I was treasurer of the association I never had any trouble to collect the dues, and when they were not paid promptly I would draw on the delinquent ones for the amount due. We need \$10,000 a year to run this association in good shape. It is of no use to run this association unless it is for our good, and for the association to be successful we should organize small local associations.

J. W. Radford, Chicago: The weight committee of the Chicago Board of Trade has brought about reforms that have been worth ten times the amount of our annual dues. H. A. Foss, chief of the inspection department, is doing his best to insure correct weights. If a shipper who has short weights will write Mr. Foss he will do all he can to run the shortage down and find out wherein the trouble lies. This is surely worth much to the regular dealers; the state association has done much to bring this about and the dealers should be willing to pay their dues.

H. C. Mowrey, Forsyth: I am not in favor of track scales. The best way is to have a good hopper scale and then weigh your grain carefully.

L. T. Hutchins, Sheldon: I move we instruct our secretary to give the members 30 days notice to pay dues, and if they are not paid at the end of that time to draw on them for amount due. Carried.

E. R. Ulrich, Jr., Springfield: The following is taken from the constitution of the Nebraska Grain Dealers Association in Article 5, sections 2 and 3, and I move that we adopt them as part of our constitution and that they shall be known as Article 8, Sections 2 and 3.

Section 2. The dues shall be assessed by the Governing Board, but shall not exceed one dollar per month for each station.

Section 3. Each member shall file a list with the secretary showing the full number of stations operated by them in the state, such list to be the basis of the monthly assessment against such member.

After some discussion by the members the motion was carried.

Chas. Voris of Windsor then spoke on "How to Increase the Growth and Discipline Individual Members." One way to increase our membership is to make the association worth something to the members. If the members do not make money in the grain business the fault lies with the dealers at local points. We should believe our opponent before we believe the seller, and have an understanding with our competitor regarding prices. Dealers at local stations should pay what they legitimately can, and make an honest living. One way we can benefit the dealers is by establishing the fact that one dealer is as much interested in the other man's business as his own. One man can not handle all the grain. It is better to pay right prices for grain, do less business and have the balance on the right side of the ledger at the end of the year. If you can't buy grain so it will make you a little profit you had better not handle it. At my station we both want to make money, but pay the farmers a legitimate price. It is for each member of the association to go home and believe his competitor is as honest as he is, and for all to make a fair, honest

living. Run your business in such a way that your competitor will believe you to be honest and you can believe him to be honest, then both can make money, and the farmers will be satisfied. The grain business must be run on the same business principles as other businesses are run, then you will make money.

The following committee was appointed to draft resolutions on the death of the members during the year: H. C. Mowrey, Forsyth; J. W. Radford, Chicago, and J. B. Herdman, Morris-onville.

WEDNESDAY MORNING.

The meeting was called to order by Vice-President S. H. Greeley of Chicago.

E. R. Ulrich, Jr., who was on the program for Tuesday, then read the following paper on "Local Organizations Essential for the Good of All:"

LOCAL WITH STATE ORGANIZATIONS ESSENTIAL.

"No man liveth to himself and no man dieth to himself." This is an indisputable fact from the pages of Holy Writ and in the round of daily life it is constantly brought to our minds either by pleasant occurrences or bitter experiences that "no man liveth to himself." Gentlemen, the life of the country grain dealer is by no means an exception in this respect.

In union there is strength. We have our National Grain Dealers' Association which with proper care and the united assistance of the state organizations will blossom as the rose. We have our state grain dealers' associations which from all reports are in a good and prosperous condition, but, as for local organizations in the grain trade they are sadly deficient and are few and far between.

We know of some parts of this state where from all accounts elevator property as an investment is not worth fifty cents on the dollar, and to operate such points is simply a continual worry and vexation without profit. We know of other sections where elevator property is well worth one hundred cents on the dollar, and is paying a good rate of interest at that, and business going along smoothly and satisfactorily.

Why?—simply because in the first case the dealers are members of no grain dealers' organization of any kind excepting, it may be, in isolated instances, they are continually fighting and wrangling between themselves and they think the only proper way to transact a successful grain business is to buy all the grain within forty miles of them, even if they have to pay for the privilege, or to give it to the other fellow "in the neck" by making him take it at a loss. In the above mentioned territory, as some of you may well know, elevator property will not bring half what it should be worth under a different mode of procedure.

In the second case we find that there is a friendly feeling between the different dealers. They have local meetings to talk over affairs of a local character—talk over their treatment in the different markets, the way their grain is handled by the different firms—mention the names of firms who are treating the trade as it should be treated—discuss freight rates, talk over prices, etc., and right here let me say that any firm or any number of firms in a locality that think they can do business without a living margin of profit will sooner or later come to grief if they keep it up.

We have a letter dated May 26th, 1899, from a friendly competitor of ours which hits the nail on the head exactly. It reads as follows: "Your favor of even date at hand and in reply will say that surrounding stations have been so high that we were compelled to pay more than we wanted to. We held out against the pressure for nearly two weeks with prices from ½ to 1c. per bushel over ours—just east of us—and finally rather than see all our trade leave, we yesterday advanced to their prices. We hope you will get acquainted with some of our — Co. dealers at the State Association meeting and convince them of the nonsense of paying 1 cent per bushel too much all the time. As suggested by you it makes a vast difference at the end of a year's business. There is no local association in — Co."

A house divided against itself cannot

stand. If you want to do any good for yourself. If you want to get your bank account in anything like a comfortable condition. If you don't want to take advantage of the bankrupt law we would advise that you stop this eternal friction and get on peaceable terms with your neighbors.

In my opinion a committee should be appointed to map out a complete plan of procedure with the object in view of forming local organizations in each locality where they are necessary and to suggest the name of a good man as Traveling Secretary who has had experience and training sufficient to enable him to start out on the road at once at say \$1,500 or \$2,000 per year, to organize local associations at various points where needed and with the intention of holding monthly meetings without fail at each one of these points. This will bring about all of the dealers together at one or more of the local gatherings during each month of the year and will produce a better state of affairs, be conducive of better feelings and induce the dealers in the different localities to work in harmony. It will give each dealer a chance to unburden his troubles directly to our secretary and have the remedy applied promptly without undue delay by depending on the mails, etc.

which taken at the ebb leads on to fortune." Take advantage of the tide and do so quickly and may the rolling, seething, foaming billows of the turbulent sea of the grain trade carry you safely upon its heaving bosom into the fair haven of prosperity, contentment and peace.

Thos. Costello of Maroa was also on the program for the same subject as Mr. Ulrich, but said he thought it best to proceed to the day's program as Mr. Ulrich had covered the ground thoroughly.

The proposed amendment to the constitution, read by B. S. Tyler on Friday and to be known as Article 14, was then brought up, voted on and carried.

B. S. Tyler: The most essential thing to build up an association is to establish local associations and educate the dealers. The moment we build up local associations the isolated grain dealers will be only too glad to join, for they can then at once see the benefits to be derived. We will put local asso-



A few of the dealers at Meeting of Illinois Association.

I would suggest points like the following for local centers: Joliet, Streator, Peoria, Bloomington, Springfield, Jacksonville, Carlinville, Carthage, Mt. Sterling, Jerseyville, Belleville, Cairo, Kankakee, Champaign, Danville, Decatur, Paris, Effingham, Pana, Vandalia, Centralia, or at some points equally as central to certain territory. Let these local associations elect their local President and Secretary and arrange details and a basis for operation.

Now, gentlemen, this matter lies entirely in your own hands and it is you and your decisions in the matter that will carry this to success or otherwise. Don't stand back and leave it for somebody else to scheme out for you but put your shoulders to the wheel and we will try to make the bandwagon move along. This is not a new idea by any means. It has been in successful operation in some of the western states as we know from personal experience. It is just what we need.

There are a few points already in our state where there are little local gatherings held by some of our members at irregular periods, but the work has not been in a general way and has not been carried on directly under the supervision of our state organization, which I think essential to its complete success. I think this is just what we need. Fair minded country dealers to whom I have spoken are unanimously in favor of these local organizations and if each and every one of you will look carefully into the matter, no doubt you will form the same opinion. "There is a tide in the affairs of men

ciation work in touch with the state association and make the local association in accordance with its surrounding environments. The object of a local association is for the betterment of the dealers in that territory; the dealers will then take more interest in association work, for they can then take up any trouble that may arise direct with the president or secretary of the local association, who in turn will take the matter up with the state association.

H. C. Suttle, Kinney: I think it would have been better for the state association to have left out local associations, for I believe it will be a damage to us.

H. C. Mowrey: The local associations in other states are working well and have done good work. I think when we had local associations the state got along better. They put the dealers in better position to talk over their affairs. I think we want to do some work regarding the repeal of the warehouse bill. It affects the farmers as well as the grain dealers; here the local associations can do good work by explaining the situation to the farmers.

B. S. Tyler: The best friend the grain dealer has is the farmer. The farmers know the grain dealer is working for his interest.

H. C. Mowrey: I move we have an auditing committee, who shall audit all accounts for the year prior to the next annual meeting. Carried.

Mr. Mowrey: I move we have the treasurer under bond, the amount of bond to be fixed by the board of directors. Carried.

J. B. Herdman: I move all resolutions be referred to a committee on same without being read. Carried.

The chair appointed the following as a committee on resolutions, J. B. Herdman, Edwin Beggs and J. W. Radford.

The election of officers followed which resulted as follows: President, E. R. Ulrich, Jr., Springfield; vice-president, Thos. Costello, Maroa; secretary, B. S. Tyler, Decatur; treasurer, F. M. Pratt, Decatur; Board of Directors, H. C. Hall, Paxton; Edwin Beggs, Ashland; Theo. P. Baxter, Taylorville; G. C. McFadden, Havana.

A. Brandeis of Louisville, Ky., was not present to deliver his address on the "Southern Grain Association: Its Work."

The rest of the morning session was devoted to a general discussion of the crops. These reports will be found in the Illinois column.

WEDNESDAY AFTERNOON.

The afternoon session was opened by the reading of a paper by T. C. Grady of Maroa on "What It Costs the Farmer to Produce Corn." The following is taken from Mr. Grady's paper:

COST OF PRODUCING CORN.

During the past four years most farmers have been forced to market their corn at an actual loss. There is some corn in the country of the crop of 1894 in farmers' hands, on which a price of fifty cents was offered. It may be stated as a general rule that a farmer cannot produce corn at a profit for less than thirty-nine cents a bushel. I know that some theorists say that corn can be produced for 19 cents a bushel.

We must take a series of years and compute the annual average yield. The government estimate for 1895 in this state placed the yield at 33 bushels per acre. From the scientist's standpoint of 19 cents per bushel, the cost per acre would be \$6.27. It would certainly require strong argument to convince the tenant farmer who has been paying five dollars per acre cash rent that \$1.27 per acre would cover his other expenses, aside from compensating him for his time.

In Central Illinois the average yield is about forty bushels per acre. Taking this yield as a basis and the selling price at 25 cents, making the value \$10 per acre, and any conservative farmer will be able to give figures for labor, wear and tear of machinery, etc., of that amount.

We have farmers who own their land free, those who are indebted, and tenant farmers. Figured from every standpoint it is clear that the actual cost of producing corn is not less than 25 cents per bushel. If a man owns 160 acres of land its value is at least \$75 per acre. On this quarter section a farmer should be entitled for interest on investment of \$720; for hired labor for six months, \$120; interest on machinery, stock, etc., \$60; incidental expenses, improvements, etc., \$60; for his own labor, \$150; making a total for the year of \$1,100. Suppose he has 90 acres in corn, 40 in oats and thirty in pasture, meadow, etc. His corn at forty bushels per acre will yield 3,600 bushels, and after feeding the necessary stock he has to keep on the farm, he will have 3,000 bushels for market. His forty acres of oats deducting for feed and seed, will yield 1,400 bushels. Figuring all at 25 cents per bushel and his income for the year will be \$1,100 or equal to his expenses including \$150 for his own time and interest on investment.

A paper was then read by B. S. Tyler on the cost of producing one bushel of corn in central Illinois, this paper was

prepared by Mr. Van Vleck of Philo. From it we take the following:

VAN VLECK'S ESTIMATE OF COST OF CORN.

One farmer figures it this way. I paid \$75 an acre for 160 acres of land, \$12,000; and \$2,000 for teams, tools, harness, etc.; total \$14,000, which at 6 per cent interest would be \$840. I put 200 days' work on my corn with one man and team at \$3 per day, \$600 more; total \$1,440. I raised 3,500 bushels of corn, which at 40 cents a bushel makes only \$1,400, even losing money at that price, as the rest of the farm only paid the taxes and supplied the family stores and kept up the repairs. Another farmer says I make my test by taking ten acres of good ground and plowing it four days, harrow and plant two days, cultivate it three times in four days, husk and market it in ten days, total twenty days' work at \$3 per day, \$60. I deliver it to a grain dealer in October 70 pounds to the bushel, and have 600 bushels costing me only 10 cents a bushel.

Both of these instances are fallacies. There is an average cost of raising an acre of corn and also an average crop for ten or twenty years. The average cost is \$9.92½ an acre; average crop, 40 bushels.

The government report makes the average for ten years in the United States under thirty bushels, but we are much above the average in Central Illinois.

Now what does it cost to raise a bushel of corn? In round numbers it costs 25 cents a bushel, 40 bushels to an acre.

In conclusion all that the farmer gets over forty bushels to an acre and 25 cents a bushel is gain above rental and wages. A farmer who owns his land clean of debt gets the rental \$4.25 and the wages, \$3 for man and team for his own use, less taxes and fixed charges.

A farmer who raises less than forty bushels to the acre or gets less than 25 cents a bushel for his corn is losing money. Every farmer should strive to produce more and hold the corn for 25 cents a bushel or better. The cost as I make it all told is \$10.41 per acre and the net cost of producing a bushel is 19.1 cent for the crop of 1896 in Illinois.

E. L. Brya, a farmer in attendance from Champaign county, was asked to speak, we quote in part: The man who owns land or has it to rent should be interested in having it fertile so as to produce good grain. It is to the interest of the grain dealer to advise the farmer to take good care of his grain and look after the cost of producing same. Educate your farmer to keep his grain in good marketable condition and you will make more money, so will the farmer. The best thing to do to benefit the farmer and grain dealer is to let them know they must be educated in the business they follow.

B. S. Tyler: The grain dealers can do good by educating the farmers to take care of their grain, for if grain is not received in good marketable condition the dealer and farmer cannot get as good prices as otherwise.

B. P. Staley, Champaign: I wish to extend to you members of the Illinois Grain Dealers' Association a most hearty and cordial invitation to come to Champaign in the fall to hold your meeting. I assure you a royal welcome, we have everything necessary to give you a good time in connection with your business, and you can have the freedom of the city.

It was moved and carried to accept this cordial invitation of Mr. Staley to hold the meeting in the fall at Champaign.

S. H. Greeley of Chicago, then delivered an address on, "How Do Present Methods of Railroad and Warehousing Grain Affect Its Value to the Producer?" from which we take the following:

GREELEY ON PUBLIC WAREHOUSES.

You are largely responsible for the economic principles that beset us today. It is for you to consider this important subject. You must throw aside all denominations,

creeds and politics and find out both the inside and outside workings of this question. Investigate. I refer to the public elevator trust of Chicago.

Chicago is a great market center, it is the natural outlet for the great producing states of the west. It is made so by its geographical situation. In the carrying of grain from the producer to the consumer a public warehouse is a necessity. In 1871 the State of Illinois passed laws to make it possible for the public to have every convenience in the transfer of grain to different markets, stated that a public warehouseman is a servant of the public and a custodian of property, therefore should not deal in grain himself. But the public warehousemen soon ignored the object for which they were originally licensed and began trading in grain. Now they dictate prices, competition no longer exists in a broad and open market. The Supreme Court of the state has decided that a public warehouseman cannot be a grain dealer and it is the duty of the people to see that it is enforced. A man who is in a position where he pays no storage can pay more for grain than others and competition is dead. I expect to live to see the day when no special privileges will be granted by the railroads to any man in this country, and when it will be impossible for a man to get a franchise from the state to cheat the public. Socialism as regards the equal distribution of opportunities is what we want, then we will be on an equal footing with our competitors. If we meet this question, it must be by co-operation.

The following resolutions, being recommended by the committee on resolutions, were adopted:

Whereas, The public warehousemen of Class "A" of Chicago, in 1897, secured the passage of an amendment to our warehouse laws, which amendment gave them the right, under the sanction of law, to buy, sell and store grain of their own with that of the public, notwithstanding our courts had just previously declared that they should not be buyers and sellers of grain when acting as licensed warehousemen for the public; and

Whereas, The grain dealers of Illinois, having used every honorable means to defeat the passage of the amendment, and also made every effort in their power to have the amendment repealed by the last General Assembly; and

Whereas, We then, and do now, believe the warehouse laws of our great grain producing state are against the welfare of the producers of not only this state, but against all producers; these laws enabling these public warehousemen to hoard vast quantities of grain in their elevators, and then by selling futures against their holdings depress the prices of grain; and

Whereas, We, the grain dealers, in convention assembled, feeling that the further warfare against these injurious laws should be carried on by those most seriously affected, which in our judgment are the farmers; therefore

Resolved, That we, the grain dealers, in convention assembled, appeal to the farmers throughout the state to make an organized effort to have our warehouse laws so amended that it will be impossible for a few public warehousemen to control prices of farm products; be it further

Resolved, That we stand ready and willing to assist them in any of their efforts, but it is the sense of the grain dealers that the farmers, and not the country buyers, who should be the aggressive parties in the agitation of the warehouse question.

Whereas, Since the last meeting of our association the great destroyer Death has entered our ranks and removed from among us the following named members of our association: L. B. Probasco, Bloomington; John G. Smyth, Chicago; D. N. Harwood, Shelbyville; Ed. A. Curtis, Chicago, and John Renshaw, Decatur.

All of these were active, reliable members, and it is sad to miss their familiar faces at this meeting; therefore, be it

Resolved, That the Illinois Grain Dealers' Association has lost some of its brightest lights and most competent members.

Resolved, That the families of the departed and the firms to which they belonged have the heartfelt sympathy of all the members of the association.

Resolved, That these resolutions be spread upon our records and published in the association papers.

H. C. MOWREY.
J. B. HERDMAN.
J. W. RADFORD.

A resolution was also adopted making the Grain Dealers Journal of Chicago an

official organ of the Illinois Grain Dealers Association, as well as the present organ.

The President then appointed the following committees:

Executive Committee—H. C. Mowrey, Forsyth; H. N. Knight, Monticello, and W. B. Newbegin, Blue Mound.

Arbitration Committee—G. W. Hutton, Auburn; Lee Metcalf, Illiopolis, and G. W. Speelman, Lincoln.

It was moved and carried that a vote of thanks be tendered to people of Decatur for the courteous treatment, to the Central Union Telephone Co. for their kindness in putting in a telephone in the hall for the use of the members, and to the G. A. R. for the use of the hall.

A motion to adjourn was carried and the meeting ended.

THE BANQUET.

The final windup of the meeting was a banquet. It was served by the members of the Dorcas Society in the K. of P. Hall. At 6 p. m. the members sat down to a most hearty feast. The tables were profusely decorated with flowers, at each plate was a rose and also a pencil bearing the name of Ware & Leland.

Ex-Mayor B. Z. Taylor acted as toastmaster and called for the following toasts:

Expansion—B. S. Tyler: He said he thought all assembled were in favor of expansion by the way they had filled out in eating and he thought quite a number had gone into the scoop shovel business by the way they disposed of all the good things.

Peace, Harmony and Contentment—H. C. Suttle, Kinney: Peace and Harmony should go hand in hand. Contentment is the satisfaction of the mind. When we as grain dealers and neighbors learn peace and harmony, I am sure we will have contentment.

Bright Side of the Country Grain Dealers' Life—H. C. Mowrey, Forsyth: Our lives are as we make them, we should always strive to make them better and brighter.

Do Unto Others as You Would Have Others Do Unto You—Lee Metcalf, Illiopolis: Don't be deceptive. Trade square. Let beauty enter your hearts and not be only skin deep. Don't skin anybody. Practice the Golden Rule. Its precepts, logic and teachings are right. If we live right we will die right, and if we die right we will live right again.

A vote of thanks was then tendered the Dorcas Society for the elegant banquet and good service.

A cake walk was then provided for the amusement of the dealers. The participants were Jordan Stokes and Hattie Esmerelda White and Alec White and Mary Phoenix.

Then ended the sixth annual meeting of the Illinois Grain Dealers' Association.

CONVENTION NOTES.

The town is yours—Tyler.
Quite popular—the tall grass.
We want all the organs—Tyler.
Did you notice the Chicago crowd?
Thank heaven there are no cops here—Bradley.

The remedy for over bidding is strong local associations.

The Wabash has some old cars that leak badly.—Voriss.

My friend, Mr. Tyler, is a member of the Sox—Mr. Calhoun.

They say Baxter ships grain on the "Banks of the Wabash."

The next meeting of the association will be held at Champaign.

Heeman was the only one who had nerve enough to pull grass.

I am a farmer and do a little grain business on the side—Costello.

Pretty good cake walkers themselves—Howard, Culver, Taylor and Suttle.

Ed. Heeman's most popular song is, "How would you like to be the ice man?"

H. C. Mowrey: I am proud to be a member of the Illinois Grain Dealers' Association.

Edward G. Heeman of Ware & Leland, Chicago, distributed lead pencils as souvenirs.

Chas. Voris, Neoga: You can't do a thing that is worth a cuss unless you have the cash.

The Grain Dealers Journal was represented by Charles S. Clark and J. Carver Strong.

Geo. M. Filstead, of St. Louis, exhibited a new patent grain door which he recently invented.

A tea party was given by General Heeman, Captain Waggoner and Lieut. Howard on Tuesday night.

Farmers are not fools, but there are fools among the farmers as in all other lines of business—Mowrey.

Voris claims to have been born dumb, but the flow of oratory when he has the floor proves he has fully recovered.

Since we have had disinterested weights at Chicago I have had no shortages in excess of 3 bushels in that market.—Greenleaf.

W. B. Boyd, of Southworth & Co., Toledo, presented those in attendance with memorandum books, with the compliments of his firm.

Halla balou, Hurrah! Hurrah! Halla balou, Hurrah! Hurrah! Grain Men, you are the stuff. That's no bluff. Rah! Rah!—The Orchestra.

F. B. Potwin represented the Merchants & Manufacturers Warehousing Co., of Chicago. He distributed reading matter describing the system of warehousing.

Toledo, O., was represented by W. B. Boyd, of Southworth & Co.; F. W. Jaegers, of J. F. Zahm & Co.; C. Knox, Jr., of Reynolds Bros.; E. H. Culver, Chief Grain Inspector.

Other firms were represented as follows: S. E. Provoost, of Henry S. Guthrie, Buffalo; Chas. A. Cullen, of Jas. H. Donovan & Co., Detroit; T. C. Harney, of Bartlett, Kuhn & Co., Terre Haute.

The following St. Louis firms were represented: Harry Hunter, of Daniel P. Byrne & Co.; E. L. Waggoner, of Brinson-Judd Grain Co.; Jim Parrot, of Forrester Bros.; Robt. S. Nelson, of Messmore, Morton & Co.

B. F. Ryer, general western agent of the Huntley Mfg. Co., whose office is at Room 32, Traders' Building, Chicago, was present and interested a number of dealers in the merits of the Montfort clippers and cleaners.

W. R. McQuillan represented the Union Hay & Grain Co. of Cincinnati. He is better known to the Illinois dealers as Billy McQuillon, having traveled in the state for a number of years. They say he had a hot time with the boys.

We have railroad track scales in our town but do not use them. We tried the scales for a time and were not bothered with shortages, but frequently had overages of 20 to 40 bushels, so

stopped using them.—H. C. Hall, Paxton.

W. L. Shellabarger, of the Shellabarger Mill & Elevator Co., Decatur, gave the dealers a street car ride Tuesday evening. Three cars were required, and all were given a chance to smoke, Mr. Shellabarger having provided an abundant supply of cigars.

The following Chicago people were in attendance at the meeting: Edward G. Heeman and L. B. Wilson, of Ware & Leland; Jos. P. Griffith, of The Glucose Sugar Refinery Co.; Chas. A. Jones, of Rosenbaum Bros.; Arthur G. Sawers, of Calumet Grain & Elevator Co.; G. B. Van Ness, of H. Hemmelgarn & Co.; S. H. Greeley, of John Hill, Jr. & Co.; S. B. Cochran, of H. W. Rogers & Bro.; J. H. Moberly, of Wear Commission Co.; A. E. Wood, of E. W. Bailey & Co.; Frank W. Anderson, of Seymour-Danne Co.; Wallace Armstrong, of W. R. Mumford & Co.; J. F. Howard, of Merrill & Lyon; J. W. Radford, of Pope & Eckhardt Co.; D. S. Winans, of Hulbard, Warren & Co.

The following were among the members in attendance: A. W. Augsperger, Farmer City; C. A. Burks, Bement; Theo P. Baxter, Taylorville; T. A. Bone, Decatur; J. C. Boyce, Mt. Zion; S. E. Bear, Bearsdale; Edwin Beggs, Ashland; W. F. Banta, Ridgefarm; O. M. Best, Palmer; J. L. Belden, Prairie Hall; Thos. Costello, Maroa; John Crocker, Maroa; E. W. Crow, Blue Mound; J. H. Chamberlain, Farmer City; A. S. Dumont, Decatur; N. S. Davis, Decatur; A. C. Durdy, Ohlman; J. T. Darnielle, Piasa; F. L. Evans, Decatur; C. H. Faith, Warrensburg; C. E. Fred, Dalton City; J. B. Good, Forsyth; E. S. Greenleaf, Jacksonville; J. B. Herdman, Morrisonville; H. C. Hall, Paxton; C. Holcomb, Oakley; C. Henn, Paris; A. P. Hill, Blue Mound; G. H. Hubbard, Mt. Pulaski; T. F. Harris, Sullivan; G. W. Hutton, Auburn; H. H. Hieye, Bath; Oscar Jones, Chrisman; E. W. Jokisch, Boody; J. N. Keefer, Harriestown; T. C. Kearney, Ulrich; H. N. Knight, Monticello; John Lonergan, Pisgah; A. W. Lloyd, Springfield; Wm. Lyons, Cerro Gordo; W. Lynd, Pleasant Plains; J. Kremer, Arcola; J. M. Kantz, Mt. Pulaski; H. C. Mowrey, Forsyth; J. D. McClean, Decatur; C. B. Munday, Litchfield; Chas. T. Moore, Bement; N. A. Mansfield, Niantic; E. F. Metzger, Pana; G. C. McFadden, Havana; H. S. Nichols, Sadorus; W. B. Newbegin, Blue Mound; S. S. Neiman, Warrensburg; Wm. Noble and H. C. Noble, Foosland; W. B. Probasco, Bloomington; F. M. Pratt, Decatur; H. B. Rowe, Mt. Pulaski; M. F. Riley, Reddick; Chas. Rubee, Chestnut; O. J. Roberts, Roberts; Q. C. Righter, Bruce; N. M. Ritchie, Warrensburg; W. L. Shellabarger, Decatur; D. E. Swim, Stonington; C. W. Savage, Virginia; H. C. Suttle, Kinney; W. H. Suffern, Decatur; L. R. Smith, Sullivan; A. B. Smith, Rosemond; John Sipp, Bourbon; Frank Supple, Bloomington; B. S. Tyler, Decatur; J. M. Tohill, Casner; E. R. Ulrich, Jr., Springfield; Chas. Voris, Windsor; C. H. Van Vleck, Philo; J. S. Wiley, Decatur; P. Wisner, Stonington; J. P. Woolford, Gaulton; J. T. Walker, Moweaqua; John Wiemer, Winkler; S. T. Zeller, Harmon; F. J. Zimmerman, Harvel.

The Union Iron Works, of Decatur, Ill., report a large increase in orders from the southwest.

CENTRAL OHIO DEALERS.

Rea Chenoweth of London, O., secretary of the Central Ohio Grain Dealers Association informs us that the principal work done at the meeting held in Columbus May 26, was to discuss and adopt the constitution and by-laws reported by the committee appointed to draft same.

The constitution adopted provides for six regular meetings per year—the first Thursday in January, March, July, October, November and December.

The sack lending question was discussed at length and finally extensive regulations provided for same in the by-laws as follows:

ARTICLE IV.—PRIVILEGES, VIOLATIONS AND ADJUSTMENTS.

Section 1. No operator or dealer in grain, who is a member of this Association, shall, at any time or in any manner, furnish grain bags to farmers for the purpose of either threshing or marketing grain.

Section 2. The Executive Committee shall regulate the number of pounds to be taken for new corn prior to Jan. 1st.

Section 3. For every violation by any member of any of the By-Laws or Resolutions, he shall be reported to the Secretary of the Association, who shall file same with the Executive Committee for their action. If the Executive Committee find that a party is guilty, it shall assess a fine of not less than ten dollars (\$10) nor over fifty dollars (\$50).

Section 4. Should the charges be sustained, the defendant shall be immediately notified of the decision. Should he not pay to the Treasurer the amount of the penalty that is assessed against him, within ten days, the Secretary shall notify each member of the Association that certain parties violated the rules of the Association. After receipt of such notice, all members shall notify the buyers of grain "of such violation of the rules of said Association" that they shall not make any offers to, or purchase of said parties, under the penalty of losing the trade of all the members of the Association.

The association started with a membership of about 20 firms and has excellent prospects of having every regular dealer in its territory soon listed on its membership roll. It surely merits the hearty support of every dealer who has a desire to get a living from the business.

BOOKS RECEIVED.

FORTY-FOURTH ANNUAL REPORT of the Baltimore Chamber of Commerce for the year ending December 31, 1898, has been received. This book includes with the report a list of officers, committees, members of the board, the act of incorporation and amendment, rules, regulations and by-laws, and members of the exchange. Besides a large amount of valuable statistical information.

BOARD OF TRADE, CHICAGO, 1898, is the title of the forty-first annual report of the trade and commerce of Chicago for the year ending Dec. 31, 1898, as compiled for the Chicago Board of Trade by its able secretary, George F. Stone. The first pages of the report are devoted to a general review of the past year by Secretary Stone, the report of Board of Directors, the report of the Treasurer and the inaugural address of President Richard S. Lyon, the present incumbent. Then follow the detailed statistics of Chicago for 1898, and after that general statistical statements. Then a list of members of the Board. After which is a general index arranged alphabetically so that any information wanted can be readily found. About one hundred of the rear pages are then devoted to the act of incorporation, rules, by-laws and regulations of

the Board and the rules governing the inspection of grain. This report is gotten up in its usual elegant style, and from cover to cover is one complete encyclopedia of information regarding the subjects treated. This report certainly shows the results of careful, conscientious work and reflects great credit on Secretary George F. Stone.

GRAIN BOOK is the name given a book designed for the use of country grain dealers. It is what might be termed a record and memorandum book combined. This book is 9½x12 inches, contains 400 pages and is bound with strong board covers trimmed with leather. Each page is ruled into 12 uniform sized squares. Each square is used to keep a record of each load of grain, there being room enough to write the farmer's name, kind of grain, grass, tare and net weights and to figure how much it comes to at the ruling market price. This book is made by Hall & Paige, Creston, Ia. Price \$1.50.

NEW YORK.

An elevator is talked of at Dunkirk, N. Y.

M. E. Light will put in a grain elevator at his mill at Littleville, N. Y.

W. J. Connors will not bid for the grain handling contract at Buffalo, N. Y., next year.

R. B. Tubbs and Elmer Fick, of Penn Yan, N. Y., have formed a partnership to deal in grain.

The construction of an elevator is contemplated by the Thornton & Chester Milling Co., of Buffalo, N. Y.

It is again reported that the New York Central Railroad will build a 3,000,000-bushel elevator at Weehawken, N. Y.

A steel grain chute supported by a 60-foot tower will be erected at Curtiss malt house of the American Malting Association, Buffalo, N. Y.

Discontent over the gratuity fund has led 800 of the younger members of the New York Produce Exchange to consider withdrawing and establishing a rival exchange.

The Great Northern Elevator at Buffalo broke the record for fast work June 2, having emptied the propeller Neosho of 105,000 bushels of barley in less than three hours and forty minutes.

NEW ENGLAND.

Wilmarth & McKillop, of Darlington, R. I., will build on a site they own, a grain elevator building, 40x50 feet, to be leased to the Narragansett Milling Co., of East Providence, which will conduct a grain and hay business.

Burglars broke into the office of J. F. Whittaker, grain dealer at East Longmeadow, Mass. A heavy charge of powder was used to crack the safe. The safe was thrown to the opposite partition, smashing all the window glass and completely wrecking the office. Nothing was taken except an inventory of the stock.

Edward P. Merrill, Portland, Me., writes under date of June 5: Some shippers guarantee inspected corn to arrive cool and sweet, other shippers claim that the inspection certificate is its own guarantee. The question is what is the inspection certificate for? Mill feed for this market should be in 100-pound sacks billed Brunswick, Me., at Boston rate. Light sales just now. Wheat is higher; flour is higher; but the flour dealer thus far will not pay

the advance. Manager McClure of the Thomson Line, says that the experiment of their line with Portland as a summer port has been successful so far far better than had been looked for. The steamers have been getting profitable freights and the outlook is very bright.

IOWA.

An elevator is to be built at Terril, Ia.

An elevator and mill are being erected at Atlantic, Ia.

J. R. Harris, of Northboro, Ia., will overhaul and repair his elevator building.

William Kuhl has succeeded William Piefer in the grain business at Marshalltown, Ia.

J. B. Samuels, Riverton, Fremont Co., Ia.: We have not had as good a stand of corn in 10 years.

For the new road to Clinton, Ia., the Davenport, Rock Island & Northwestern is buying material.

An elevator is being erected at Bernard, Ia., by J. F. Weir for M. L. Donovan, general merchant.

M. C. McCafferty, Kent, Ia.: Oats same as last year; corn 10 per cent increase. Condition of both good.

Walter & Nutter, of Halbur, Ia., have sold their elevator and grain business to two men from Nebraska.

C. F. Davis, Pacific Junction, Mills Co., Ia.: Corn acreage average, condition way above the average.

Pearson & Hayton have taken possession of the elevator at Anthon, Ia., formerly owned by F. M. Cooney.

A branch of the C., B. & Q. R. R. is said to have been surveyed from Decatur City to Kellerton, Ia., 11 miles.

A foundation entirely of concrete will be put in for the new elevator of the Des Moines Elevator Co. at Des Moines, Ia.

There is no elevator at Corning, Ia., but Jas. Munns & Sons have cribs and a warehouse there of 30,000 bushels capacity.

Asmus Lamp is superintending the construction of a 30,000-bushel elevator at Adair, Ia., for the Davenport Elevator Co.

G. J. Liljedahl, Essex, Ia., Page Co.: Wheat acreage 85 per cent; condition good. Corn acreage 105 per cent; condition only fair.

E. D. Hamlin has succeeded to the grain business of Lloyd & Hamlin at Des Moines, Ia., A. W. Lloyd retiring on account of poor health.

B. K. Windham and L. M. Garmon have formed a partnership at Glenwood, Ia., to deal in grain and feed under the name of Windham & Co.

The Unsicker Grain Co., of Wright, Ia., has leased the Iowa Central Elevator at Hedrick, Ia., which will be managed, it is said, by E. S. Barnes.

E. Reichert has sold his 25,000 bushel elevator at Cumberland, Iowa, to Turner Bros., who have been operating the Cool & Brown elevator during the last two years.

D. N. Dunlap, Fontanelle: Corn and oats acreage increased very little on account of freezing out of clover. Increase is probably 10 per cent. Oats is of rank growth. Wheat acreage is less.

The 10,000 bushels elevator of Wm. Cool at Cumberland, Ia., which has been operated by Turner Bros. during

the last two years, has been leased by Jas. H. Hulburt & Co., of Fontanelle, Ia.

The Northern Iowa Grain Men will hold their annual convention and outing at Clear Lake, Ia., June 15 and 16. Dealers who will attend should notify the secretary, Chas. Higinbotham, Armstrong, Ia.

Sec. E. L. McClurkin informs us that the regular meeting of the Grain Dealers' Association of Southeastern Iowa will be held in the office of J. F. Harris & Co., Burlington, Ia., on June 19, 1899, at 7 o'clock, p. m.

The elevator at Glenwood, Ia., has been purchased for \$1,400 by Daniel Muffly, M. F. and William Buttington, from S. B. Barnes, attorney in fact for Wallace Coats. The new firm will do a general grain and shipping business.

Felthous Bros., who operate elevators at Latimer and Alexander, expect to operate a line on the Hampton-Algona branch of the Iowa Central. J. A. Felthous of Mason City has leased a residence at Hampton, Ia., where he will remove his family.

J. D. Young, of Anita, Ia., who has a 20,000 bushel elevator, says: Corn acreage is average, condition 85 per cent. Oats acreage average, rank growth. We fear it will not stand up when it heads out. Wheat acreage increased 50 per cent, condition, good average.

Two journals, the Grain Dealers Journal, published at Chicago, Ill., on the 10th and 25th of each month, and the Hay Trade Journal, published at Canajoharie, N. Y., every Friday of the year, for \$2 if subscribed for at the same time. Both are invaluable to the trades they represent. Try them.

J. R. Sage, director of the Iowa crop service, in his report for the week ending June 5 states that excessive moisture is causing a rank growth of small grains on rich lands. The corn acreage in the southern section is reduced, wet weather having delayed planting. Much replanting has been done in all sections.

W. J. Weston, who is attempting to conduct a scoop shovel grain business at Anita, Ia., has no storage facilities; no dump, scales or office. John Schaae who is working for Mr. Weston was at one time regularly engaged in the grain business. The elevator formerly operated by him is now occupied by a grist mill.

William H. Valleau, one of the pioneer grain dealers of the Northwest, and at one time mayor of Decorah, Ia., died May 26 at his home in Chicago. He was born in Sullivan Co., N. Y., in 1848, and in 1864 went west as far as the Rocky Mountains, where he engaged in mining. In 1870 he removed to Decorah and started in the grain trade, in which he prospered, the business increasing until he operated elevators in eight other towns and handled \$1,000,000 annually.

MARYLAND.

John M. Dennis, of Louis Muller & Co., Baltimore, Md., was married June 6 to Miss Mary Chiles of Independence, Mo.

John H. Brewer, for several years engaged in the grain and hay business at Baltimore, Md., and the first hay inspector of the Chamber of Commerce, died June 1 of paralysis, aged 62 years.

INDIANA.

Armstrong Colvert, Attica, Ind.: Wheat is a complete failure.

A 15,000 bushel elevator is being erected at Monon, Ind., by T. C. Young.

Both of the grain elevators at Willow Branch, Ind., are enjoying a good trade.

L. C. Clark of Marion, Ind., will engage in the grain business at Ashton, Ill.

Some Indiana dealers are paying corn prices for rotten corn stalks. Who is to blame?

Archibald Bros., Morocco, Ind., may put a corn sheller in their 15,000 bushel elevator.

Western Indiana dealers have shown an earnestness about organizing which insures success.

Lewis & Fatic, grain dealers at Markleville, Ind., handled a very large business during May.

Ross & Ross who bought J. T. Higgins' elevator at Chalmers, Ind., took possession June 1.

Readers will confer a favor by sending us reports of new elevators, new firms and business changes.

Farmers of Sullivan and Vigo counties, Ind., are said to be forming a combination to hold their wheat.

Work has commenced on the extension of the Chicago, Indiana & Eastern from Swayzee to Converse, Ind.

Lyons & Esson, of Brook, Ind., will build a 20,000 bushel elevator at Wiser Switch, three miles south of Brook.

E. W. Finch, Veedersburg, Ind.: My greatest trouble is with millers coming in here and buying from the farmers.

E. C. Laughlin, Boswell, Ind.: Grain dealers have a great many troubles. They would profit by meeting and talking them over.

T. C. Young, Frankfort, Ind.: Wheat 25 per cent of a crop. Corn acreage increased 15 per cent. Corn looks well; oats look fairly well.

Coen & Brady, Rensselaer, Ind.: We have a number of grievances, as have all other grain men; and some of them by proper co-operation can be overcome.

E. F. Branch, grain dealer at Martinsville, Ind., has a son, F. O. Branch, a graduate of the naval academy, who is now serving on the Baltimore in Manila bay.

O. Barnard & Son, Fowler, Ind.: We think it will be a great help to the dealers to meet occasionally and try and remedy some of the mistakes that are made right along.

W. E. Hurd, Logansport, Ind.: I think we very much need such an organization or association as the Western Indiana Division of the Grain Dealers National Association.

B. F. Crabbs, Crawfordsville, Ind.: We will not have enough wheat for seed. Corn acreage increased 20 per cent, condition good. Oats acreage increased 10 per cent, condition good.

Holmes Bros. of Portland, Ind., are placing the machinery in their new elevator at Bryant, Ind. Philip Smith of Sidney, O., is furnishing the machinery and doing the millwright work.

R. M. Wilkinson of Stockwell, Ind., has arranged the machinery in his elevator and moved the hopper scales from the upper story to the lower floor. By means of ropes he handles the grain above as desired.

Lightning ignited the elevator of Meyers & Gandy on the Wabash Rail-

road at South Whitley, Ind., on the night of May 30. Considerable grain was burned. Loss, \$8,000; insured. The plant will be rebuilt.

The farmers seem to be breeding much ill-feeling among the regular grain dealers about Waynetown. The dealers would profit much by joining the association and getting better acquainted with one another.

C. A. Drake of Flora, Ind., contractor for the B. S. Constant Co., Bloomington, Ill., has the contract for an elevator at Tillman, Ind. It will be equipped with a No. 7 B. S. Constant combined cleaner, two grain feeders, two watertight boots and two "Safety" platform wagon dumps.

Hay dealers who handle grain and grain dealers who handle hay can have both the Hay Trade Journal and the Grain Dealers Journal for \$2, the price of the former alone, if subscribed for at the same time. The Hay Trade Journal is issued every Friday. Don't miss this opportunity.

Posey is the only county in Indiana that will have a full crop of wheat this year, according to John B. Connor, chief of the Indiana bureau of statistics. The condition of wheat reported June 7 is 29 per cent in the northern section, 52 in the central and 67 in the southern. It is the poorest crop in Indiana for many years, and will fall below 20,000-000 bushels.

M. Price & Son, Crawfordsville, Ind.: We think the plan to organize a Western Indiana Division of the Grain Dealers National Association is a very good one, and will do all we can to make it a success. The worst trouble we seem to be going to have this year is the lack of wheat to handle, as this county is as near a total failure as you find them. Our trouble in past years has been the want of harmony.

Crabbs & Reynolds, of Crawfordsville, and John Vanetta, of Brockston, Ind., have purchased dock property at Michigan City, Ind., and will erect a 500,000 bushel cleaning elevator. The main feeder for the elevator will be the C., I. & L. R. R. They expect to have the elevator running by the time new corn begins to move. Hard coal will be handled in connection. The Government will expend \$195,000 in improving the harbor this summer and thereafter the largest of the lake vessels can enter the harbor without towage.

Crabbs & Reynolds, Crawfordsville, Ind.: We are heartily in sympathy with the movement to organize a Western Indiana Division of the Grain Dealers National Association. Our grievances are so numerous that it would be hard for us to enumerate them and our troubles are legion, so it is hardly worth while to enter into them, but we believe there might be some line of action mapped out that will greatly relieve the difficulties under which local grain dealers are working at the present time.

NEW JERSEY.

The Lehigh Valley Railroad Co. will build a transfer elevator at Perth Amboy, N. J., to cost \$50,000. The plant will enable the road to transfer grain in lighters to New York or Brooklyn instead of carrying it in cars to Jersey City. The architect is Philip H. Gill, of Brooklyn, N. Y.

OHIO.

Attend annual outing of state associations at Star Island, Mich., June 19-22.

Kindly advise us of new elevators, new firms and business changes in your territory.

C. Lyndon's elevator on the Lake Shore road at Elyria, O., which was badly damaged by fire, is being rebuilt.

Philip Smith of Sidney, O., is furnishing the machinery and millwright work for Peters' elevator at Zanesfield, O.

Charles Fisher, grain dealer of Cincinnati, is building a summer cottage on the bank of the Little Miami River.

The Leesburg Grain Co., of Leesburg, O., is putting Philip Smith's machinery in its new elevator at East Monroe, O.

The elevator and mill of Stoppel & Andrews at Cleveland, O., was burned with 4,000 bushels of grain. Loss, \$10,000.

H. M. Coppes & Co., of Stelvedio, O., have placed their order for machinery for a new elevator with Philip Smith, Sidney, O.

Plans have been completed for a 10,000-bushel elevator and 5,000-bushel corn crib to be built by L. Simonton, at Lebanon, O.

Pfeifer & Miller have their new elevator at West Milton, O., ready for the carpenters. The machinery was furnished by Philip Smith of Sidney, O.

Jacob Runkle of St. John, O., has placed his order for machinery for his new elevator which is now under construction with Philip Smith, Sidney, O.

Early & Daniel of Cincinnati have been awarded the contract to supply the Government with 25,000 pounds of oats per day until June 30 at \$1.19½ per hundred.

The grade of No. 2 mixed oats has been changed at Cincinnati by the Chamber of Commerce. The minimum weight was fixed at 26 pounds to the bushel.

Morton & Davis, grain elevator and 3,000 bushels of wheat at College Corner, O., was destroyed June 1 by a fire that started near the engine room. Partly insured.

Miss Kitty Bliss, well known to Cincinnati grain men through her eight years' connection with Early & Daniel as stenographer, died recently of spinal meningitis.

F. L. Smith, Sherwood, O.: The new grist mill people have the material partly on the ground for the new 75-barrel flour mill. The town is to put up a bonus of about \$1,500.

F. L. Smith, Sherwood, O., writes: The present outlook here for wheat is about 40 per cent of a full crop. The recent rains have improved the looks of growing oats and corn.

The extension of the Columbus, Lima & Milwaukee Railroad from Lima to Columbus is to be completed this year. On May 22 the line was opened for traffic between Lima and Cincinnati, O.

Read extract from the by-laws adopted by the Central Ohio Grain Dealers' Association at the Columbus meeting, May 26. This organization is determined to stop the nonsensical lending of bags.

The Grain, Hay and Feed Receivers' Association of Cincinnati has appointed C. L. Garner, J. Parker Gale and W. W. Granger to represent it in the Cin-

cinnati Southern Railroad Joint Committee.

Frazier Bros., of Seville, O., have placed their order with Philip Smith, Sidney, O., for machinery for their new elevator. Mr. Smith also furnishes millwright to do the work of erecting the machinery.

M. D. Burke, of Pemberton, O., is about to retire from the grain business owing to ill health. He is looking for buyers for his four elevators at Lewistown, Pemberton, Maplewood and Jackson Center, O.

Hay dealers who handle grain and grain dealers who handle hay can secure both the Hay Trade Journal and the Grain Dealers Journal for \$2 a year if subscribed for at the same time. Don't miss this opportunity.

Clutter & Long will make some changes in their elevator at Lima, O., and will put in a 45-h. p. boiler and a 25-h. p. engine. If crop prospects had been better a new elevator would have been built this season.

A. E. Clutter of Clutter & Long, Lima, O., called recently on his way home from an extended trip through Kansas, Arkansas and Missouri. His opinion of the crop prospects of the districts visited is not very encouraging.

The Paddock Hodge Co., of Toledo, O., has purchased a site for an elevator of steel construction and with 1,000,000 bushels capacity. To care for its business in the meantime the company has leased Wabash Elevator No. 4.

The Ohio Valley Hay & Grain Co., St. Mary's, W. Va., received many consignments from Ohio shippers last fall, but the manager O. H. Suck, has left for parts unknown. The postmaster and the sheriff were interested in the company but lived to regret it.

Union Railroad, Elevator & Transportation Co., Toledo, O.: Northwestern Ohio will have 40 per cent of a crop. It is admitted that the acreage is fully 25 per cent above last year, making about 65 per cent of the crop of last year. The rainy and cool weather has ceased. Of the 35 per cent the oats have rather the larger share and are doing finely. Corn has the balance in addition to an average acreage.

The official report of the Ohio Department of Agriculture on the condition of crops June 1 gives the percentage of wheat as 70, winter barley 75, spring barley 81, rye 82, and oats 79. In the southern section where the prospects a month ago were the best, the ravages of the Hessian fly have reduced the percentage to 68. Corn planting was delayed by wet weather late in May; and pastures were injured by dry weather early in the month.

OHIO STATE ASSOCIATION.

The annual meeting of the Ohio State Grain Dealers' Association will be held at Star Island, Mich., on June 19th, 20th and 21st. The Toledo & Ohio Central Ry. Co. has again generously extended the courtesy of free transportation from Columbus and intermediate stations to Toledo and return. Parties wishing to attend this meeting may take the train at any station on the Western Division between Columbus and Toledo. Proper tickets will be furnished them on the train. The train will leave Columbus, West Broad St. Station (not Union Station), at 10 a. m., Monday, June 19th; arrive at Toledo 1:30 p. m., where the

party will have sufficient time for lunch before leaving via Michigan Central Ry. at 2:30 p. m., reaching Detroit at 4:20 p. m. At 5:00 p. m., the party leaves Detroit via Detroit & Cleveland Steam Navigation Co.'s boat, reaching Star Island at 6:45 p. m., in time for supper. Returning, the party will leave Star Island at 6:30 a. m. via D & C. steamer and arrive at Toledo at 1:45 same day. The T. & O. C. train leaves Toledo at 5:00 p. m. and arrives at Columbus at 8:30 p. m., June 22d. A stop will be made at all stations necessary for accommodation of parties living on the line or on lateral roads. The expense of this outing will be comparatively light. From Columbus to Toledo and return costs us nothing but our good will toward the T. & O. C. Ry. Co.; railroad fare Toledo to Detroit, \$1.20 (or possibly less); boat fare, Detroit to Star Island and return to Toledo, \$1.00; hotel at Star Island, \$1.50 per day. Incidental expenses may be regulated by the desire of each individual member.

Aside from the many pleasant features connected with this trip it is the desire and intention of the managers to make this meeting an important business meeting. In these days of trusts, combinations, sharp competition, small margins, etc., organization seems to count. The grain dealers of Ohio have not been blind to this fact during the year since our last meeting. At least three districts are now working under three separate associations, besides quite a number of local and private organizations have been formed.

All regular grain dealers are invited and urged to be with us, but the attendance must necessarily be confined to grain dealers only, and not their friends, ladies or members of their families, as it would be unfair to expect the Railway Company to carry any who are not connected with the trade. Please notify the secretary not later than Thursday, June 15th, as to whether or not you will be with us.

PERCY R. HYNSON, President.
E. C. WAGNER, Secretary, 101 N. High St., Columbus, O.

PENNSYLVANIA.

Russel, Moneymaker & Russel have engaged in the grain business at Allentown, Pa.

Frank P. Mellon's grain store at Philadelphia, Pa., was burned June 25. Loss, \$25,000.

The grain elevator and C. V. R. R. station at Clearbrook, Va., were burned recently. Loss, \$20,000; insurance on contents, \$5,000.

Samuel Smith, a prosperous grain dealer of Oakville, Pa., took his own life June 6 by cutting his throat with a razor. He was a bachelor 55 years old.

The Jennings Milling & Lumber Co., of Mehoopany, Pa., received an order recently for a quantity of buckwheat to be used in feeding carrier pigeons at the Key West naval station.

Exports from Philadelphia during May included 109,904 bushels wheat, 2,084,000 corn, and 380,000 oats; against 210,000 bushels wheat, 4,406,000 corn and 501,000 oats, a year ago.

John Walker, of John Walker & Son, grain dealers at Pittsburg, Pa., died of pneumonia May 28, aged 70 years. He was born in Detroit, passed his youth in Pittsburg, and went to California during the gold fever of 1849.

ILLINOIS.

The Deffenbaugh Elevator at Monarch, Ill., has been completed.

Charles Rubel is talking of building an elevator at Chestnut, Ill.

J. C. Flanagan will build an addition to the elevator at White Heath, Ill.

Wilson & Chapman are remodeling their elevator at Casner, Ill.

T. C. Kearney, of Ulrich, Ill., will build a 15,000-bushel elevator.

Kindly advise us of new elevators, new firms and business changes.

C. W. Savage, Virginia, Ill.: Cass County will not raise enough wheat for seed.

H. C. Hall, Paxton, Ford county, Oats put in in good season, corn has a good stand.

Van Vleck & Troost have succeeded Van Vleck & Weils, grain dealers at Deers, Ill.

H. C. Mowrey: I see there is no corn in Chicago according to the tax assessor's report.

F. M. Mileham, of Lake Fork, Ill., contemplates erecting an elevator at Mt. Pulaski, Ill.

W. F. Banta, of Ridgely, Ill., will build an addition to his elevator of 75,000 bushels.

Chris. Wagner of Washington, has bought the elevator of F. E. Sharp at Deer Creek, Ill.

H. G. Epps has bought the elevator of R. J. Smith at Metcalfe, Ill., and will repair his cribs.

H. B. Rowe & Co., of Mt. Pulaski, Ill., have changed their driveway so as to reduce the incline.

A. W. Lloyd, of Springfield, Ill., who has been seriously ill at his home, is improving rapidly.

The Illinois Corn Growers' Association contemplates holding its annual convention in Peoria.

G. C. McFadden, Havana, Ill.: Menard and Fulton Counties will not have enough wheat for seed.

Gilbert Sears has taken charge of the elevator at Venice, Ill., John Michale continuing as foreman.

C. A. Shaffer, of Blue Mound, Ill., is said to be conducting a scoop shovel business at that station.

Zeller & Hutchinson, Harmon, Ill., have overhauled their elevator and put in a 12-h. p. gasoline engine.

C. H. Faith, of Warrensburg, Ill., may put in an 18-h. p. gasoline engine in his elevator at Roberts' Switch.

C. Henn of Paris, Ill., will change the elevator at Borton Junction, putting in hopper scales and an elevator.

Salem Wylie has the contract to raise the grain elevator at Colchester, Ill., and place new foundation sills.

The American Glucose Co.'s feed house at Waukegan, Ill., was burned recently. Loss, \$67,000; insured.

Mr. Carson, Cabery, Ford county: Wheat crop total failure, corn about half planted, oats are looking good.

Alva E. Kelly, grain dealer of Abingdon, Ill., has filed a petition in bankruptcy to be relieved of \$10,000 debt.

Beem & Craddock, of Shelbyville, Ill., have been succeeded by the Queen City Milling Co. Mr. Craddock is manager.

L. E. Woodbury, broomcorn commission dealer, at Chicago, Ill., suffered \$10,000 loss May 31 by fire in his warehouse.

E. S. Greenleaf, Jacksonville, Morgan Co., Ill.: I doubt we will have 10 per cent. of a crop. Fifty per cent. plowed up; 60 per cent. planted to corn and 40 per cent. to oats.

Jones & Banta will increase the oat storage capacity of their elevator at Metcalfe, Ill. Oats conveyors will be put in.

H. C. Suttle, of Kenney, Ill., has put in a new Western sheller and other machinery furnished by the Union Iron Works.

The Harristown Grain Co., of Harristown, Ill., has bought land on which it may build a 30,000-bushel elevator after harvest.

Herdman-Harrison Milling Co., Morrisonville, Ill.: Christian County will not harvest as much wheat as was used for seed.

W. M. Mercer of Shabbona, Ill., has sold his elevators to Mr. Potter, and his lumber and coal business to B. E. Chaland & Co.

L. A. Lewellyn, of Watseka, Ill., made a visit to Chicago recently. Mr. Lewellyn states that the wheat in that county is all killed.

Mr. Van Vleck, Philo, Champaign county: Oats are a little late, the prospects are for a good corn crop. Wheat entire failure.

H. E. Ensley of Petersburg has purchased the elevator of Edwin Batty at Waverly, Ill., who sold out on account of poor health.

The Crocker Elevator Co. is building a 30,000-bushel elevator at Oreana, Ill. The Union Iron Works furnished the plans and machinery.

C. A. Burks, of Bement, Ill., has sold his elevator to L. A. Moore, a wealthy farmer near Bement. It will be operated by Moore & Sprague.

E. G. Knight, Monticello, Piatt county: No wheat to speak of, no increase in acreage of oats, corn looks fine and has a good stand.

At Fletcher, Ill., Conger & Beier, agents for the Middle Division Elevator Co., handled during the third week in May 25,000 bushels of grain.

J. T. Walker, of Moweaqua, Ill., is building new bins, increasing storage 3,000 bushels, and adding a Western cleaner, conveyors and elevators.

John L. Smiley, of Watseka, Ill., is making improvements costing \$1,200 at his elevator. He will discard his gasoline engine and put in steam power.

To build the extension from Streator, Ill., west to the Mississippi River the Indiana, Illinois & Iowa Railroad has increased its capital stock \$2,000,000.

W. O. Mumford, grain commission dealer of Chicago, it is rumored will receive nearly \$90,000 as his share from grub-staking a lucky Alaska gold miner.

The Union Iron Works, of Decatur, Ill., is furnishing plans and machinery for a 15,000-bushel elevator at Halls, Tenn., for D. B. George, of Champaign.

Frank M. Watkins, an assistant grain inspector, has filed a petition in bankruptcy, to be relieved of debts of \$4,200 contracted several years ago at Decatur, Ill.

G. W. Hutton, Auburn, Ill.: Sangamon county will not have more than 15 per cent. of a crop. Flies, bugs, etc., are taking the wheat. Few fields will be cut.

W. F. Starz & Co., successors of the Samuels Grain Co., Kenney, Ill., have given the contract to the Union Iron Works of Decatur for a 25,000-bushel elevator.

Charles H. Re Qua, of Re Qua Bros., Chicago, Ill., has purchased the 400,000-bushel Columbia Elevator of George A. Seaverns for \$110,000, subject to an in-

cumbrance of \$30,000. The ground is 200x243 feet.

J. H. Chamberlain, Farmer City, De Witt county: Oats and corn are in good shape, the oats look a little rank but they will come out all right, corn has a good stand. No wheat at all.

Edwin Beggs, Ashland, Cass county: Will have about 5 per cent. of a wheat crop, corn doing pretty well, part of it being replanted, think it will fall 20 per cent. short of last year in this locality, oats are good.

E. H. Stephani, Marissa, Ill., June 8: Our wheat prospects in the immediate neighborhood are somewhat improved and if weather conditions are favorable from now on we may get pretty fair grain, or one-half of a supply.

Chas. Henn, Redmon, Edgar county: No wheat at all, mostly all corn in our section, though the acreage is not so large this year, due to wet weather which prevented plowing and planting, but what there is, is looking good.

Invaluable to the trades they represent—the Grain Dealers Journal, published on the 10th and 25th of each month, and the Hay Trade Journal, every Friday, both for \$2 if subscribed for at the same time. Don't miss this chance.

The Standard Starch Co. has been incorporated at Chicago to deal in grain and manufacture and sell starch, corn products and cereals. Capital stock, \$200,000; incorporators, Ira C. Wood, Will H. Clark and Howard M. Carter.

The Northwestern Malt & Grain Co. has been incorporated at Chicago, Ill., to manufacture grain products and warehouse grain. Capital stock, \$500,000; incorporators, Burton F. Hales, Sydney M. Demmond, Fred B. Potwin.

G. C. McFadden, Havana, Mason county: Wheat crop almost a total failure, condition of oats about 10 per cent. of what it was last year, acreage good, corn acreage about the same as last year, but condition not quite so good.

L. Daube, grain dealer of Chicago, Ill., is charged with having rendered the United States government false bills for horse feed sold to the post quartermaster at Fort Sheridan, whereby it is alleged the government was defrauded of \$1,000 for the month of April.

The 30,000-bushel elevator which is being built at McClure, Ill., by C. W. McClure, will be operated by Breedlove Smith, who formerly owned the elevator at Jonesboro, Ill. John M. Hewes, who had charge of the Jonesboro Elevator for the past ten years, will have charge of the new elevator.

O. P. Bucher & Son have leased the elevator at Shannon, Ill., of William Nash, of Nash, Wright & Co. O. P. Bucher & Son operate a roller mill and elevator at Brodhead, Wis., and elevator at Davis, Ill. Business at all three places will be done under the firm name of O. P. Bucher & Son.

Eikenberry & Temple, contractors for the B. S. Constant Co., Bloomington, Ill., have secured the contract for rebuilding the elevator for G. A. Sauers at Rutland, Ill., which burned recently. It will be equipped with the B. S. Constant improved grain handling machinery and will be a model elevator in every respect.

J. Sumner has sold his elevator at Milford, Ill., but does not give possession until July 1. He is adding a sheller and another B. S. Constant grain feeder 190 ft. long. The elevator now

has 5 feeders and with this last improvement Mr. Sumner leaves the elevator in good shape for the new owners to do business.

The Richardson Co., of Chicago, Ill., has acquired the entire business of Fyffe Bros. & Co., of the Chicago Board of Trade. The Richardson Co. will have as president, D. E. Richardson; vice-president, J. G. Snyder; secretary and treasurer, J. L. Fyffe. William J. Fyffe will be in charge of the operations in the wheat pit.

The condemnation suit to obtain possession of the land on which stood the burned elevator of the Chicago Railway Terminal Elevator Co. is being heard by Judge Waterman in the Circuit Court. The Chicago & Northwestern Railway has brought the action under its right of eminent domain, and wishes the land appraised by a jury.

Chief Grain Inspector E. J. Noble has discharged two clerks and suspended two inspectors. The charge against inspectors C. B. Pinkerton and Edward Barr was the grading of corn too high. The two clerks had persistently violated the rules of the office in going out of the building during working hours and frequenting a saloon.

C. H. Sells of Rankin, Ill., has placed his order with the B. S. Constant Co., Bloomington, Ill., for four grain feeders, one water-tight boot, 18x18, one No. 3 Victor sheller and one No. 9 B. S. Constant combined corn and oats cleaner. W. C. Winter of Watseka, Ill., has the contract for building the elevator, which will be one of the most complete in central Illinois.

MICHIGAN.

The Rhodes Grain Co., which has scooped 40,000 bushels of wheat at Niles, Mich., has pulled up stakes and quit, it is hoped, permanently.

Burroughs & Lawrence, dealers in grain and produce at Mulliken, Mich., write that they will rebuild their elevator and build a bean house ready for the new crop. They will put in a gasoline engine and a new cleaner.

Secretary of State Stearns, in his report of June 9, states that wheat in Michigan has not been in as poor condition as it is today in many years. The crop has steadily declined since last fall and now the estimate for the state is for 45 per cent of an average crop. Corn, oats and barley are in excellent condition.

SOUTHEAST.

A grain elevator is being built at Elizabethtown, Ky., by the Elizabethtown Milling Co.

Ashton Bros. are building a large elevator in connection with their mill at Columbia, Tenn.

H. A. B. Marksbury will erect a grain and hemp warehouse on the Louisville & Nashville at Lancaster, Ky.

The Chesapeake & Ohio Elevator Co., of Newport News, Va., has sold its land for \$120,000. Work on the new elevator is going forward rapidly.

The West Virginia Short Line Railroad, T. M. Jackson, president, has let the contract for 62 miles of road from Clarksburg to New Martinsville.

J. F. Wharton, the enterprising local dealer at Keene, Ky., advertises his business by distributing a neat circular calling the farmers' attention to the ad-

vantage of dealing with him when selling wheat and corn or buying coal, lumber and feed.

NEBRASKA.

F. M. Rublee contemplates buying or building an elevator at North Loup, Neb.

Joe Tighe is about to erect an elevator on the site of the one he now owns at Manley, Neb.

O'Hern & Co., of Chapman, Neb., write: J. Friman of this place intends putting up a new elevator.

Howard Miller, Battle Creek, Neb.: Small grain is in good condition. Corn is late and the stand thinner than usual.

Melick & Payne's elevator at Elgin, Neb., was burned June 2. Loss on elevator, \$5,000; on grain, \$2,000; fully insured.

Kellogg Co., Stratton, Neb., June 7: Crop prospect poor. But one-half inch rainfall so far this season, in west half of Hitchcock Co.

William Steffen, grain and stock buyer at Ellis, Neb., had a leg broken while leading a cow which pulled the pony he was riding over on him.

C. E. Carey, agent at Jansen, Neb., for J. H. Gregg, has handled in one year 330,000 bushels of corn, 23,000 bushels of wheat and 15,000 bushels of rye.

William Otto, Charleston, Neb., writes: The crops in this section are in fine shape, except the wheat, which was about all killed out in the winter.

R. E. Roberts, of Arlington, Neb., has sold his elevators at Washington, Blair Crossing, Arlington, Ceresco and Kenard, the buyer taking possession August 1.

P. D. Williams, Eastern Nebraska: Crops are very promising at this time, June 6. Wheat and oats are nearly all out of the country here now. Some surplus corn.

William Otto, of Charleston, Neb., has finished the erection of his elevator and has put in an 8-h. p. gasoline engine and a feed grinder. The house has been fixed up in the finest way.

Monroe Grain Co., Monroe, Neb., writes June 7: Corn acreage very large with good stand and plant looks well. Oats growing pretty rank; acreage large. No fall wheat to speak of; all winter killed.

The Central Granaries Co. will remodel its plant at Lincoln, Neb. At 60 stations west of Lincoln the company has 2,000,000 bushels of corn. All the branch elevators are well filled with wheat, and the company is now buying considerable Colorado wheat.

H. O. Boyd, of Lyons, Neb., writes: The Holmquist Grain & Lumber Co., of Oakland, Neb., is finishing a 35,000-bushel elevator at this place, equipped with gasoline power. The Peavey Elevator Co. is building an elevator at Bancroft. I am going to put in a new gasoline engine, and repair elevator.

W. Hatton, Dodge, Neb., writes June 7: Crops are very backward. Small grain very weedy. Corn below average for this time of the year; wet weather keeping farmers out of the field. Not much grain of any kind to move. I do not know of any improvements that will be made this year in the elevator line.

H. O. Boyd, Lyons, Neb., writes June 6: Wheat and oats are growing fast. I believe there has been so much rain that wheat and oats are too thick and

heavy. Corn is backward; badly washed by rains; some rotted and eaten by worms. Considerable replanting done. Farmers just got started plowing corn when more rain came, so no plowing can be done this week. Corn is very small and very weedy.

E. Soderman, Bertrand, Neb., writes June 7: The prospect for wheat is not what it was one month ago. What is left of the winter wheat is full of weeds and at its very best will not make over ten bushels to the acre. Spring wheat is a little better, but needs rain soon. The corn is a good stand, but fully two to three weeks late. Dry and windy weather has prevailed for several days. Nearly all the wheat has been shipped out. Some corn is yet in the hands of farmers, waiting for next corn crop prospect.

Aaron W. Wirt, Edison, Furnas Co., Neb., writes June 7: A large acreage of winter wheat was sown, but only 10 per cent will be cut. What is left of the wheat is short and weedy. Part of the wheat ground was sown to spring wheat and one-half of the balance put into corn. The failure of the wheat was caused by dry weather since May 18, 19. We had no rain or snow to mention since the last of September, until May 18. The corn crop is O. K. to date, but the supply of subsoil moisture is mighty low for being so near the longest days of the year when the sun consumes all moderate rainfalls very quickly, so we are not looking for a heavy crop to appear in the fall, unless the mighty snow hills in the west will again fill the earth in Furnas County with "wet" rain. Not many oats sown here. I am speaking of this county only. In other parts of the state they are more happy.

MISSOURI.

An elevator is to be built at Lockwood, Mo.

Charles Counselman & Co., of Chicago, Ill., are erecting an elevator at Kansas City, Mo.

Fifty miles of railroad will be built in Dallas Co., Mo., by the Des Moines, Ia., Land & Improvement Co.

P. E. Burrough, of the Chalfant-Burrough Grain Co., Kansas City, Mo., recently made a 10-days' trip to Denver and Salt Lake City.

The Exchange Commission Co. has been established at Kansas City, Mo., with Edson Gregg as manager and connections with P. B. Weare & Co., Chicago.

Directors of the Merchants' Exchange have arranged for the presentation of evidence at the hearing by the Interstate Commerce Commission in St. Louis, June 15 and 16.

Arthur Kuhn & Co., of Evansville, Ind., have established a branch of their grain business in the St. Louis Merchants' Exchange, in charge of D. W. Young and Robert Kuhn.

On June 1 the firm of Messmore, Morton & Co., commission merchants, St. Louis, succeeded Messmore, Gannett & Co. Mr. Gannett retired from the business and will travel for his health.

The Missouri section of the United States weather bureau reports that the outlook for wheat May 30 was less encouraging than the week previous. Oats and flax are generally doing well. Corn planting is completed in most counties south of the Missouri river. Considerable replanting has been done. In some

sections the ground is too wet for cultivation.

We are indebted to E. L. Waggoner, of the Brinson-Judd Grain Co., St. Louis, Mo., for a sample of the first car of new wheat of the 1899 crop, which was received at St. Louis June 7. The car was shipped from McGregor, Tex., by Seley & Early, of Waco, Tex., and was sold at auction by the Advance Elevator Co., of St. Louis, for 90 cents per bushel, 15 cents more than the price of cash wheat. The sample is deep red, clean and plump, but contains a little smut. It was officially graded No. 2 Red Winter, and tested 61 pounds. Last year St. Louis received its first car of new wheat on May 28, the earliest date a car was ever received in that market. It also was shipped by Seley & Early, and from the same station.

MINNESOTA.

Campbell, Minn., is to have an elevator.

Edward O'Brien has been appointed state weighmaster at Minneapolis.

A warehouse will be built by the Grain Growers' Association of Albany, Minn.

J. Sullivan has been placed in charge of Daniel Harrington's elevator at Pipestone, Minn.

S. B. Moore of the Duluth Board of Trade has been appointed state weighmaster at that place.

The Monarch Elevator Co. is building a stone foundation under its elevator at Clinton, Minn.

Work has begun on the 35,000-bushel farmers' elevator at Mazeppa, Minn., which is to cost \$5,300.

Minneapolis receipts for the crop year ending July 31, it is estimated, will be 85,000,000 bushels of wheat.

The Interstate Elevator Co., of Winona, Minn., has increased its capital stock from \$100,000 to \$200,000.

Henry Rivers, formerly agent for F. H. Peavey & Co., at Avoca, Minn., has been acquitted of the charge of forgery.

A. J. Higus, for many years in charge of the Consolidated Elevator at Minneapolis, has resigned on account of the dust.

The elevator at Buffalo Lake, operated by G. H. Shoutz, is to be equipped with a gasoline engine by the owners, S. Strong & Co.

The Winona & St. Peter Railway Elevator at Winona, Minn., formerly used by the H. J. O'Neill Grain Co., has been leased by the Bay State Milling Co.

C. B. Aske, formerly with Kenkel, Todd & Bettingen, Duluth, Minn., has associated himself with Davidson & Macrae in the grain commission business.

The Andrews & Gage elevator at Henning, Minn., owned by the Consolidated Elevator Co., was burned May 24, together with 40,000 bushels of wheat. Loss, \$25,000.

The Clement Elevator at Faribault, Minn., has been equipped with a 5-h. p. electric motor in place of the 15-h. p. steam engine. Power is supplied by the public lighting company.

Mr. Nelson writes us from Hayfield, Minn., to the effect that the St. Paul & Kansas City Grain Co. of Minneapolis, has bought the J. U. Minor line of elevators and flat houses on Chicago & Great Western in Minnesota. D. L. Smith, the elevator builder, and Mr. Wright, of the St. P. & K. C. Co., have

been looking over the line. The company will build elevators at all points that have had only flat houses.

James Quirk of Minneapolis and A. M. and S. B. Treadway of Montevideo, Minn., who recently purchased the Chipewa Roller Mills, will, it is said, convert the plant into a grain elevator.

The Minnesota weekly crop bulletin of June 5 says heavy rains have damaged the small grain and retarded planting of barley, oats, flax and potatoes. Barley is beginning to shoot in Wabasha county. Winter wheat and rye are heading. Wet has prevented corn cultivation, weeds getting a strong hold.

The H. J. O'Neill Grain Co., of Winona, Minn., has sold its entire line of 34 elevators in Minnesota and Iowa to the American Malting Co., of New York, and has turned over a lease for seven years of 14 other elevators in the same territory. It is a rumor the company will erect a malt house costing \$500,000 at Winona. The H. J. O'Neill Grain Co. has no connection with the Chicago-O'Neill Grain Co., which continues its business as formerly.

At the invitation of General Agent Northmore of the Northwestern Railway a long trip of crop inspection by special train was made by a number of Winona grain men. The party was composed of A. G. Moritz, of the Atlas Elevator Co., of Minneapolis; A. W. Bingham, of Bingham Bros., New Ulm; M. J. Shannon, of the G. W. Van Dusen Co., Minneapolis; J. D. Jones, of the O'Neill Elevator Co.; J. R. Marfield of the Marfield Elevator Co.; Traveling Auditor E. M. Weston of the Northwestern Co.

WISCONSIN.

Grain trade news items are always welcome.

Work has begun on H. B. Hall's cleaning elevator at West Superior, Wis.

The National Distilling Co.'s grain drying plant was recently damaged by fire.

James Quigley of Winneconne, Wis., has purchased the elevator of McGuire & Earle.

Frank Degnitz will take charge of the grain elevator at Adell, Wis., having sold his interest in the store of Degnitz & Gersmehl.

Two elevators and a mill owned by C. W. Behnke at Brillion, Wis., were burned May 21. Loss, \$45,000; insurance, \$30,000.

The contract for the 1,200-h. p. engine for the new Peavey Elevator at West Superior, has been let to Filer & Stowell of Milwaukee, Wis.

Joseph Duvall of Kewanee, Wis., will widen his 45,000-bushel elevator ten feet, and build a new elevator, giving him a total capacity of 125,000 bushels.

A large grain warehouse is being built on the Chicago, Milwaukee & St. Paul tracks at Janesville, Wis., to be occupied by George R. Fetherston.

The Omaha Railroad, it is said, will erect a 3,000,000-bushel elevator at west Superior, Wis. Marvin Hughitt is president of the company.

A strike of 150 men employed on the foundations of the new Great Northern Elevator at West Superior, Wis., was quickly compromised and the work continued.

An elevator, 40x100 feet and 75 feet high, with a storage capacity for 100,000 bushels will be constructed at Wausau, Wis., by H. E. McEachron, proprietor of the Wausau Roller Mills.

TEXAS.

J. I. Campbell & Co., of Moody, Tex., are in the market for a wheat tester.

The Texas Northern Railway is grading between Anderson and Stoneham.

J. F. Edwards, of Denton, Tex., writes that he is in the market for three grain testers.

The Galveston Wharf Co. has acquired control of Elevator B at Galveston, Tex.

D. H. Thompson will build an elevator at Waxahachie, Tex., in time for the new crop.

G. W. Bowman is building a warehouse at Plano, Tex., that will hold 75 carloads of grain.

The executive committee of the Texas Grain Dealers' Association holds an important meeting in Fort Worth June 10.

The contract for grading 10 miles of the Texas Central from Albany to Stamford has been let. C. Hamilton, of Waco, is general manager.

The 500,000-bushel elevator at Port Arthur, Tex., has been completed by the builders, the Barnett & Record Co., and turned over to the Port Arthur Channel & Dock Co.

The Arlington Cotton & Grain Co. has been organized to build an elevator and oil mill in time for the new crop. Incorporators, A. J. Rogers, W. C. Weeks and Frank McKnight.

W. C. Killingsworth, Allen, Tex.: I am thinking of quitting the grain business. There is no elevator at this place. The three warehouses have a capacity of 25,000 bushels each and they are filled each year with oats.

E. L. Owens, general agent at Dallas, Tex., for Hall & Robinson, exporters, is in the market for No. 2 soft wheat and No. 2 mixed corn. The firm contemplates exporting Texas oats should the new crop be sustained.

Four grain warehouses at Venus, Tex., belonging to W. F. Henry, were burned May 27. Mr. Henry writes: All my cash was invested in grain. The grain, warehouses, machinery and, in fact, all I had was destroyed by fire. No insurance. Loss, \$4,000.

Smith & Baker, dealers in grain and lumber at Rockwall, Tex., write: We are thinking of building an elevator if not too costly, and would like to figure with best parties for elevator machinery. We think one of 20,000 bushels capacity would suit us.

J. P. Harrison, Sherman, Tex.: We have had rains which have brought out the small grain crop wonderfully, both wheat and oats promising a fine yield. Harvest of wheat will commence with us June 8 to 14. Texas dealers have bright prospects before them for the coming season.

The Texas weekly crop bulletin of June 5 says corn is needing rain over the southern portion of the state. The crop is being plowed the last time over the northern portion and is making rapid growth. Wheat harvesting is favored by the weather. The oats harvest has commenced; this crop is very irregular, but promises a good yield in some sections.

W. C. Killingsworth, Allen, Tex., writes June 7: Our oat crop this year is short owing to the dry weather. Both grain and yield will be light. We are harvesting wheat and oats now. We are expecting a good grade of wheat though our yield will not be as good as last year. We had a fine rain last night

which came in time to save our corn crop. With another rain in 10 days we will have a very large corn crop.

Exports from Galveston during May, as reported by C. McD. Robinson, chief inspector of the Board of Trade, included 549,000 bushels of wheat, no corn and rye, against 396,000 bushels wheat, 17,000 corn and 5,000 rye during May, 1899. During the twelve months ending May 31 the exports aggregated 16,966,000 bushels, against 15,026,000, 9,303,000 and 4,871,000 for the corresponding periods of 1897-8, '96-7 and '95-6.

KANSAS.

Get ready to handle the new crop by joining the Kansas Grain Dealers Association.

Bellinger Bros. have succeeded Ernst Bros. & Co., dealers in grain and hay at Humboldt, Kan.

The Kansas City, Bonner Springs & Topeka Railroad Co. has contracted for the construction of 69 miles of the line.

The H. J. Light Grain Co., which operates elevators at Salina and New Cambria, Kan., will build an elevator on the Santa Fe at Salomon.

Mr. Kiefner, of Garden Plain, has bought the elevator at Greenwich, Kan., with a view to removing it and putting it in first rate condition.

The Ehram Machine Co., of Enterprise, has brought suit against G. G. Gillett for \$1,060, balance due on an elevator built at Woodbine, Kan.

W. T. Buck, Vilets, Kan., writes: I have purchased the Smith Elevator at Centralia, Kan., for \$3,500. It is the latest improved elevator on the Central Branch railroad, having been built in 1898 with all the latest improvements.

F. D. Coburn, secretary of the Kansas Department of Agriculture, in his report of June 8, gives the condition of winter wheat at 55 per cent. Of the wheat area 39 per cent was abandoned or given over to other crops. Corn is in fine condition, the only drawback being a surplus of moisture, oats and all forage crops are growing nicely.

SOUTHWEST.

The C., R. I. & P. Railroad has completed its branch from Chickasha, I. T., to Mountain View, Okla.

Col. C. T. Prouty, of Kingfisher, Okla., has been appointed chief grain inspector of the territory. He will appoint a deputy and three assistants.

The usual drouth in the southwest is making stockmen uneasy in Southern California, Southern Nevada and Utah, Southern Colorado, all of Arizona and New Mexico, part of Western and all of Southern Texas.

The Southwestern Coal & Grain Co. has been incorporated at Oklahoma City, Okla. Capital stock, \$25,000; J. W. Phillips, president; W. H. Stafford, vice-president; F. L. Phillips, secretary and treasurer, and W. O. Church, manager.

The Missouri Pacific is applying Little Rock rates to the Texarkana group from Kansas City on grain received from country points, a reduction of 5 cents. A 5-cent reduction on grain and grain products has been made to the Shreveport group.

The crop bulletin issued June 1 from the Oklahoma City station says conditions during the week were favorable for the growth of crops and farm work. The wheat crop in the Cherokee nation

is generally poor and will scarcely yield one-third of an average. Corn has everywhere done well, is in good condition and generally cultivated and free of weeds. Oats are heading low, but the indications are for a fair crop.

PACIFIC COAST.

No changes will be made this season in the Washington grain grades.

J. M. Gunning and Frank Garber have formed a partnership to conduct a grain business at Reardan, Wash.

The Farmers' Warehouse at Elberton, Wash., collapsed recently, spilling 30,000 to 40,000 bushels of wheat.

At Pendleton, Ore., 200 farmers have joined in an exchange to receive a daily report of the fluctuations of the market.

Eppinger & Co., grain exporters of San Francisco, exhibited a sample of Sonora wheat on 'Change May 31 from a field being harvested in the San Joaquin valley. The yield is running ten sacks to the acre.

Experiments in growing Indian corn have been made for several years by farmers in the vicinity of Athena, Umatilla Co., Ore., with fair success. Last year 2,000 acres were planted and 50,000 bushels harvested.

The San Francisco Commercial News denies that the California crops are suffering. The crops in the Sacramento valley will be larger than for several years past. From Fresno south the prospects are less encouraging. Taking the state as a whole an average crop is the minimum estimate.

NORTHWEST.

McCall, Webster & Co. are building an elevator at Toronto, S. D.

The Northwestern Elevator Co. will build another elevator at Aneta, N. D., making four in the town.

The Grain Palace Association, of Aberdeen, S. D., is working hard to make the palace of 1899 one long to be remembered.

Work is soon to be resumed on the Dakota Pacific from Rapid City, S. D., to Mystic. William T. Coad of Rapid City is president.

The Colorado & Wyoming will build 16 miles of road from Wendover to Hartville, Wyo. J. C. Osgood, Denver, Colo., is president.

Surveys are being made for a 60-mile extension of the Boise, Nampa & Owyhee Railroad to Horseshoe Rapids. William H. Dewey, of Nampa, Idaho, is president.

A. E. Conner, agent for 12 years at Arlington, S. D., for G. W. Van Dusen & Co., of Minneapolis, has resigned and will engage in the business on his own account at some station not yet selected.

J. R. Marfield, of the Marfield Elevator Co., Winona, Minn., on his return May 29 from a trip through western Minnesota and the Dakotas, said: The crops never looked better. The grain is coming up evenly and has stood out well. The fields in the Dakotas are exceptionally free from weeds. Not only are the crop conditions all that could be desired, but better farming is being done. The grain is now seeded with drills, and there is every evidence of more advanced styles in farming. The wheat acreage shows an increase of at least 10 per cent. There is also a slight increase in the acreage of flax. There have been many immigrants into that

country this year, and they have gotten right to work on the land, as is shown by the amount of new breaking.

In several localities of the northwest rains for several days have been heavy and to some extent low fields flooded. The bulk of the ground, however, shows good conditions, with the grain presenting a healthy dark green color and rapid growth, largely overcoming the result of late seeding in the north. High lands are greatly benefited by the heavy rains, compensating on the whole for the excess of moisture on low lands. In the counties that were late, owing to the heavy rains in the spring, there is a shortage in the acreage of perhaps 25 per cent, seeded later with flax, barley and oats. Altogether the situation is favorable throughout with prospects now looking to a large crop of all grains if weather conditions prove favorable during the remainder of the season. Some of the Red River counties indicate a yield well up to last year, while all south of them are called by experts on the spot as good as in 1898.—Market Record, Minneapolis, June 5.

CANADA.

Send in notices of new elevators, new firms and business changes.

The elevator of T. Bulloch & Son at Melita, Man., will be enlarged.

A large elevator is to be built at Summerberry, Man., by the Grenfell Milling Co.

The Nye-Jenks Co. has just placed in operation a 1,250,000-bushel elevator at Midland, Ont.

The Grand Trunk Railway contemplates the construction of a 1,000,000-bushel elevator at Sarnia, Ont.

James Riddell, secretary, will receive bids until June 14 for the erection of a farmers' elevator at Rosebank, Man.

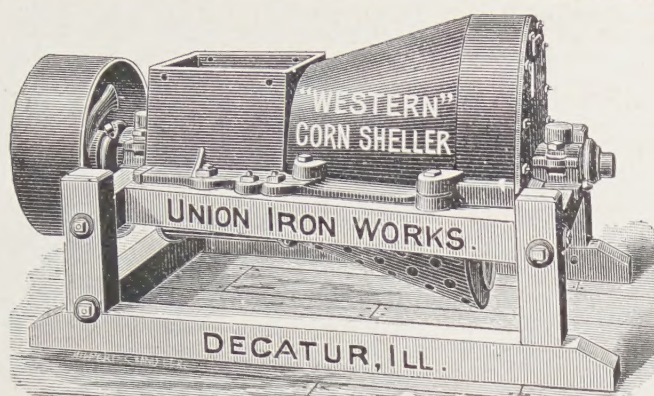
Readers will confer a favor by reporting the grain trade news of their vicinity for publication in this department.

Grain dealers and millers of Ontario are opposed to the proposed changes in grain inspection making inspection at Winnipeg final.

Bids have been received for the construction and equipment of the farmers' elevator at Myrtle, Man. John L. Wilson is secretary.

The Douglas elevator bill, making radical changes in the laws regulating the grain trade, has been defeated in committee. The credit for the defeat of this bill, some of the provisions of which would have done great harm to the regular dealers, is due to a few prominent members of the trade who went to Ottawa and used their influence with the government.

The Canadian Pacific Railway has given notice to the grain trade of the northwest that in the shipment of bulk wheat from Fort William to Montreal for export by its steamers via Owen Sound, it will deliver to barges at Montreal or to ocean steamships (if the grain is loaded direct from the elevator to the steamer) the exact quantity of grain specified on the bill of lading, but will not assume any responsibility for any difference in outturn from the barges to the ocean vessel in the port of Montreal. On all rail shipments the company will deliver to barges or to steamers if along the elevators the actual inturn of the car and will not assume any responsibility for subsequent shortages.



"WESTERN" WAREHOUSE SHELLER.

UNION IRON WORKS

DECATUR, ILL.

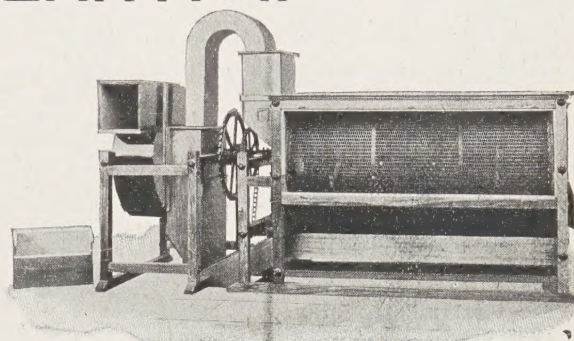
Sole Manufacturers

"WESTERN" SHELLERS AND CLEANERS ...BEST ON EARTH...

Grain Elevators
...and Elevator
Machinery
....A Specialty....

PLANS MADE ON APPLICATION
BY LICENSED ARCHITECT.

Write For Catalog.



"WESTERN" WAREHOUSE CLEANER.

MILLERS NATIONAL INSURANCE CO.

205 La Salle Street,
CHICAGO, ILL.

Chartered
1865

Cash Assets, \$656,566.76

Furnishes reliable insurance on modern elevators and their contents at about one-half the rates charged by stock companies. If your elevator risk is up to our standard we can make you a handsome saving on your insurance. Full information and financial statement cheerfully furnished. Address the

MILLERS NATIONAL INS. CO.
W. L. BARNUM, Secretary.

The GRAIN SHIPPERS' Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its policy holders in the past almost 75 per cent of Board rates. For particulars, address

F. D. BABCOCK, SECRETARY,
IDA GROVE, IOWA.

The Cramer Grain Distributor and Indicator For Country Elevators.

Absolutely prevents mixing of grain at elevator head. Under absolute control of operator. For information address the inventor, D. H. CRAMER, Grand Island, Neb., or to the sole manufacturers, Webster Mfg. Co., 1075 W. Fifteenth St., Chicago.

When Writing Advertisers

Kindly Mention the . . .

Grain Dealers Journal

Perforated Metal For Grain Cleaners



Rubber Stamps...

Of all kinds, Inks, Pads, Stencils,
Steel Dies and Seals. Write to
Dept. B.

S. D. CHILDS & CO., CHICAGO.

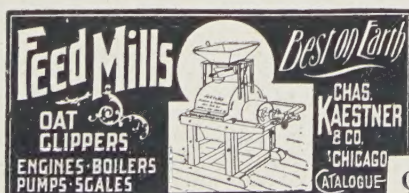
FINE.... LOCATIONS

FOR ELEVATORS AND FACTORIES
ON THE BELT RY. OF CHICAGO.

Address B. THOMAS, Pres. and Gen. Mgr.,
Room 10 Dearborn Station, Chicago.

The Grain Dealers Journal

... Costs but \$1 a year



Attention Regular Dealers.

We can supply your wants
for anything in the line of

Gasoline Engines,
Iron Roofing,
Belting,
Hangers, Pulleys, Shafting,
Machinery
at prices that "talk."

Write for estimates on anything.
Send for catalogue "Y"

Chicago House Wrecking Co.
West 35th and Iron Sts., CHICAGO.

ELEVATORS...

WILL BURN.
HAVE YOURS

APPRAISED

THEN YOU
CAN REBUILD

Appraising and
Designing
Elevators

SEE

is our business.

A. E. Baxter Engineering and
Appraisal Co. BUFFALO, N. Y.

THE SPENCERIAN DUST SHIELD



Absolutely prevents all dust and obnoxious matter from being inhaled. It is small, but effective, and will never wear out, being made of brass, beautifully nickel plated.

Special Price, prepaid, \$1.00.
SPENCERIAN SPECIALTY CO.,
125 Dearborn St., Chicago, Ill.
Write for circular.

GRAIN CARRIERS.

Rates on corn from Chicago to Lake Erie were reduced June 8 from 2 cents to 1½ cents.

Ice-breaking boats are proposed to keep navigation open on the Great Lakes during the winter.

Receipts at Chicago during May include 7,711 cars wheat and 5,626 cars corn. A year ago receipts of corn were 15,000 cars greater.

The deep waterways commission has completed its preliminary surveys and field work. Estimates of cost will be submitted when Congress convenes in December.

Rates from Memphis have been reduced from 28 to 24½ cents to New York, and from 30 cents to 26½ cents to Boston, on grain products and cotton seed meal.

The steamer Minnie Kelton, with a consignment of 31,500 bushels of corn from Nye & Jenks, Chicago, to the McMorran Milling Co., Port Huron, Mich., ran ashore.

The ship canal at Port Arthur, Tex., has been excavated to a depth of 25 feet for 6,900 feet of its length. The remaining 30,500 feet have been excavated to a depth of 18 feet.

An anti-rebate law has been passed by the Texas legislature, providing a penalty of two to five years imprisonment for any railroad employee who shall offer rates less than the regular schedule.

The total mileage of new railroads built in the United States during 1898 is reported by the Railroad Gazette to have been 3,625 miles. The present year is expected to show a substantial gain over 1898.

Eastern railroads are enforcing the 30,000 pounds limit on grain. Buyers on western roads should see that the cars are loaded to full capacity and save freight charges from Chicago to New York on less than 30,000 pounds.—Trade Bulletin, Chicago.

Edw. A. Moseley, secretary of the Interstate Commerce Commission, writes that hearings will be had in the matter of relative rates upon export and domestic traffic in grain and grain products, at the United States court rooms in Chicago on June 12, and in St. Louis on June 15.

The Ames-Brooks Company chartered the steamer P. P. Pratt to carry grain from Duluth to Buffalo for 3 cents per bushel. The owners of the boat did not carry out the contract; but chartered to another shipper at an advance. Thereby the Ames-Brooks Company was compelled to pay another 3½ cents. Suit was brought for the difference. The United States Court at Duluth decided May 31 that the defendant steamship company shall pay the Ames-Brooks Company \$425 with interest at the rate of 7 per cent from December 1, 1898. Mr. Ames is gratified at the result of the case, as it will lead to a more satisfactory basis of vessel chartering.

The testimony taken at New York May 15 and 16 by the Interstate Commerce Commission showed that export rates to points on the Atlantic seaboard are much lower than the domestic rates to the same points; and that the rate on export grain is lower than on grain products. F. O. Paddock, grain shipper of Toledo, testified that 75 per cent of the wheat exported does not go to the

seaboard on all-rail routes, but by lake and rail, rail and canal or all water. Prior to the low rates made by the railroads 50 per cent of the grain at Buffalo was moved by canal. Great injustice was done to the elevating interests east of the Mississippi River by putting in the low rates west of the river, albeit this was due to the gulf competition. The terminal charges at New York are excessive, and account very largely for the decline of New York as an export port in comparison with Baltimore, Newport News and other points. George B. Reeve, general traffic manager of the Grand Trunk, said that flour being harder to handle and more likely to be damaged should pay about 50 per cent more than wheat. The milling interests claimed they should have a lower rate on flour to enable them to sell cheaper to the European consumer, and a higher rate on wheat to drive the British millers out of business. Among those present were J. J. Hyland, traffic manager of the Chicago Board of Trade, Clinton White of the Boston Chamber of Commerce, M. H. Davis of the Winter Wheat Millers' League, and many railroad freight officials.

Traffic officials of the eastern, western and gulf lines met in Chicago May 31 to consider export rates. Opinion favored as low rates on grain products as on grain. It was resolved that the proportional rates upon grain and grain products from lower Missouri River points to the Mississippi River be made as follows: Wheat and flour, car loads, 9 cents per 100 pounds. Other grains, car loads, 7 cents per 100 pounds. And that the rates to Atlantic ports be made on the sum of locals through to the Mississippi River, the rates to gulf ports, Galveston, Port Arthur and New Orleans to be made on the basis of 4½ cents per 100 pounds less than the rates so made to Newport News or Norfolk, the rates to the Mississippi River to apply on domestic and export shipments, and the rates to the gulf ports to apply only on export shipments. That through rates from points in Kansas to the Mississippi River and to New Orleans, Port Arthur and Galveston for export be made 1 cent less per 100 pounds than the sum of local through to the Missouri River, the long and short haul principle on business to gulf ports to be ignored; on through consigned business the lines south and east of Kansas City to receive the proportional rates as their division of through rates.

To evade an important provision of the Harter act the London Corn Trade Association after June 15 will require the following clause to be inserted in contracts: The assured is held covered against damage or loss resulting from faults or errors in navigation or in the management of said vessel, for which the vessel, her owner or owners, agent or charterers, is or are, relieved of responsibility under section 3 of the act of congress of the United States approved Feb. 13, 1893, but nothing in this clause contained shall limit or affect any right which the underwriters may have by subrogation, or otherwise, against the owners of the said vessel.

An English milling authority says: It is undoubtedly a fact that Russian wheat has in some peculiar manner deteriorated from its former high quality. It would be unsafe now to rely upon this wheat to give strength and backbone to any mixture.

PATENTS GRANTED

Lewis B. Doman of Elbridge, N. Y., has been granted letters patent No. 625,839 on an explosive engine.

William C. F. Zimmerman of Lone Tree, Ia., has been granted letters patent No. 626,125 on a feed mill.

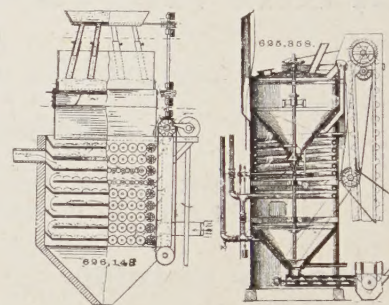
Alexander Winton of Cleveland, O., has been granted letters patent No. 626,119 on an explosive engine.

John G. Mahon and Charles E. Gower, of Baldwyn, Miss., have been granted letters patent No. 625,846 on a pea or bean thresher.

Edwin J. Fithian of Grove City, Pa., has been granted letters patent No. 626,155 on a gas engine and a means for governing same.

Charles L. Gardner, of Racine, Wis., has been granted letters patent No. 625,971 on a grain weigher, and assigned it to the J. I. Case Threshing Machine Co., of same place.

Gustav Schock, of New York, N. Y., has been granted letters patent No. 625,358 (see cut) on a grain dryer. The



principal feature of this dryer is the combination of a shell with a plurality of superposed hoppers provided with heating devices, air inlet for live steam to the heating devices of one of the hoppers, and an inlet for exhaust steam to the heating devices of the other hopper. A drying hopper, scraper blades operated therein, a receiving hopper adapted to discharge its contents into the drying hopper. A means for conveying the material treated from the drying hopper to the outside of the shell and to a point of discharge, or back to the receiving hopper, or directly back to the drying hopper, as desired.

Robert Dempster of Venice, Ill., has been granted letters patent No. 626,148 (see cut) on a grain drier or steamer, and assigned one-half to George L. Graham of St. Louis, Mo. This apparatus for treating grain consists principally of a bin having inlet and outlet openings, a means to supply steam or hot air to the bin, a set of rotatable trays mounted in the bin with their side edges meeting in a horizontal plane, and a means to rotate the trays a half revolution intermittently, in the same direction individually, thereby dumping the material of one set successively upon the next lower, and presenting the lower surface of the trays to receive the material. The layers of material which are farthest advanced in the treatment are subjected to the hottest and driest air, and the layers but slightly treated to the more or less spent air currents.

The drouth continues in the South Russian districts of Berdiansk and Azoff. The barley and oats crop of the Crimea are lost.

JEFFREY



Roller, Steel and Special Chains.
ELEVATORS
JEFFREY
CONVEYORS
JEFFREY

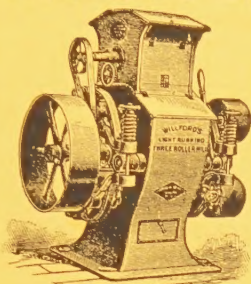
THE JEFFREY MFG. CO. 41 DEY STREET,
Columbus, Ohio. NEW YORK.
Send for Catalogue.

THE WYOMING
Fire Proof European Plan.
266 to 274 So. Clark Street, CHICAGO.
RATES { \$1.00 per day and upward.
Few rooms 75c per day.
Electric Light and Steam Heat in Every Room
WYOMING HOTEL CO., Props.
D. D. Clemence, Frank Sayre Osborne,
Manager. President.

THE GRAIN DEALERS
JOURNAL costs but \$1.00 a year.

United States Scale Company, TERRE HAUTE, IND.
Established 23 Years. MANUFACTURERS OF ALL KINDS OF **LARGE SCALES**
First-Class Reliable Scales at the Lowest Prices.
References everywhere. We will give you prompt, satisfactory work at lower prices than can be had anywhere else. Skilled men to erect scales. Send for circulars and prices.
S. J. AUSTIN, Prest.

Willford's Light-Running Three-Roller Mills
ARE THE BEST FEED GRINDERS FOR ELEVATORS
BECAUSE.....
They have the greatest capacity for power consumed.
They have solid cast frames.
They have simple but perfect adjustments.
They have noiseless belt drive.
They have given satisfaction to thousands of users all over the United States.
Send for Circulars and Prices.
WILLFORD MANUFACTURING CO.
223 South 3rd St., MINNEAPOLIS, MINN.



Willford's Three-Roller Mill.

Elevator Supplies Always On Hand.
PRICES THE LOWEST. STOCK THE LARGEST.
B. F. GUMP. 53 S. CANAL STREET. CHICAGO, ILL.
Send for Catalogue.

Belting, Buckets, Elevator Bolts, Pulleys, Shafting, Elevator Heads and Boots, Conveyors, Spouts, Feed Mills, Cob Crushers, Corn Shellers and Cleaners, Wagon Scales, Hopper Scales, Dormant Scales, Trucks, etc.

FREIGHT AGENTS' OFFICIAL GRAIN DEALERS' AND SHIPPERS' GAZETTEER FOR 1897-98. Complete list of Grain Shippers. The book is well bound in cloth. Former price \$5.00. Our price \$2.00, while they last. Address
GRAIN DEALERS COMPANY, 10 Pacific Avenue, CHICAGO.

POLK'S FLOUR MILL, GRAIN AND SEED DIRECTORY OF THE UNITED STATES and CANADA

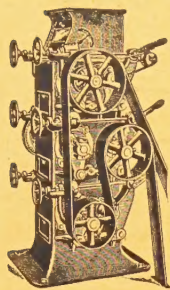
NUMEROUS inquiries for a complete and reliable Directory of Flour Mills and Grain Dealers of the United States and Canada have induced us to utilize our unequalled facilities in the compilation of the work. It will be so complete as to commend itself and to prove invaluable to all who are interested in Milling and Grain. Amongst the more important features will be

- | | | |
|---|-------------------------------|---|
| List of all Mills, U. S. and Canada— capacity of each. | Grain Elevators. | Wholesale Flour Merchants, U. S. and Europe. |
| Kind of Power Used. | Grain Brokers and Commission. | Wholesale Bakeries. |
| Number of Rollers, Stones, etc. | Grain Buyers and Shippers. | Mill Supplies. |
| List of Cereal Mills, Buckwheat, Rye, Barley, Etc. | Flour Exporters. | Mill Machinery Manufacturers. |
| | European Flour Importers. | |

Having men in all parts of the Union on our City and State Directories, we can procure more complete and reliable information than would otherwise be possible, as well as give the work a much larger and wider circulation. Price of Directory, \$5.00.
For advertising rates address

R. L. POLK & CO., 122 La Salle Street, CHICAGO, ILL.

CORN and FEED MILLS



4 Roll and 6 Roll
Gear or Belt Drive
for Slow Roll.

**IT
PAYS**

To have one
in connection with
an elevator,
and to have the
BEST one.

Ours has no equal in Strength, Durability, Efficiency, Convenience, Capacity, and Quality of Work.

Several sizes. Prices very reasonable.

The Edward P. Allis Co.
MILWAUKEE, WIS.

You Know and We Know

But 15,000 regular Grain Dealers, all prosperous men, don't know that you are in business.

THE GRAIN DEALERS JOURNAL can help you secure desirable business. Write for advertising rates to the

GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO.

WELLER MFG. CO.

MANUFACTURERS
...OF...

Improved Grain Elevator Machinery

...INCLUDING...

Power Grain Shovels,
Belt Conveyor
Trippers,
Elevator Buckets,
Elevator Boots,
Spiral Conveyor,
Loading Spouts,
Belting, Etc.



Rope Transmissions,
Pulleys, Hangers,
Pillow Blocks,
Couplings,
Friction Clutches,
Shafting,
Marine Legs,
Car Pullers, Etc.

Estimates Furnished for Complete Grain Elevator Equipments of Any Capacity.

Write for Latest General Catalogue No. 14.

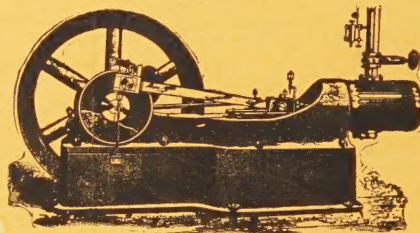
...MAIN OFFICE...

**118, 120, 122 and 124 North Avenue,
CHICAGO.**

GASOLINE ENGINES

STEAM ENGINES

BOILERS



Elevator Machinery and Supplies
of all kinds.

THE FROST MFG. Co.

130 Simmons St.

GALESBURG, ILL.

TRANS-MISSION PROBLEMS SOLVED.

STATE YOUR CASE.

THE TRANS-MISSION NUT

THE DODGE MFG. CO.

KNOW HOW TO CRACK TRANSMISSION NUTS. HAVE YOU ANY TO CRACK?

NEW YORK, BOSTON, CHICAGO, LONDON.

DODGE MANUFACTURING CO. MISHAWAKA, IND.

MOST TALKED OF GOODS IN THE MARKET—YOU CAN'T MAKE A MISTAKE.